RUSH IN RETROSPECT

BESSIE A. HALLOCK, TOWN HISTORIAN

TOWN of RUSH, NEW YORK

From A
Happy Past.....

1818   1968

....To A Bright
Future.

SESQUICENTENNIAL

GROCERIES

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150th ANNIVERSARY OF THE TOWN OF RUSH

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OFFICIAL SEAL

The seal appearing on the cover is the official seal of the Town of Rush Sesquicentennial observance. The design is a composite of the first three prize-winning entries. Four prizes were given. The contest was open to students living in Rush. The four winners listed according to place are Lori Judge, Susan Tummonds, Susan Hills and Cathy Sand.

Town of Rush Sesquicentennial Celebration Presented By
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RUSH IN RETROSPECT . . .

TOWN OF RIVER, REEDS AND RUSHES
1788-1808   -:-   1818-1968

By BESSIE A. HALLOCK
Town of Rush Historian

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Bessie A. Hallock

THE AUTHOR

Miss Bessie Hallock, the author of "Rush in Retrospect," published in observance of the 150th anniversary of the Town of Rush, was appointed Town historian in 1944. She was the Town's first historian and has served with diligence and dedication for nearly a quarter of a century.

In addition to acquiring facts, folklore and documents about the town and its people she has published two printed pamphlets, "Rush in the Early War Years" and "Your Folks and Mine, Reminiscences and Anecdotes of and About the People of Rush." One of her major contributions was preparing for distribution to all the people of Rush a half dozen mimeographed pamphlets on the highlights of the town's hundred plus years, its schools and churches. The latter called for great determination on her part as she not only garnered the information and prepared it, but typed, mimeographed and distributed the pamphlets.

Appointed by Raymond Goff, supervisor, her 24 years of service spanned the administrations of Supervisors Henry Krenzer, Raymond Goff, Clarence Gruschow, and William Zimmer.

Miss Hallock, now eighty-four, is a native of Rush, having been born in the house at 6566 Rush-Lima Road. Her family came here from the Hudson River region in 1846.

She attended Northwestern University, majoring in dramatics. She directed the plays of the Rush Dramatic Club and served as president of Ingleside Club for many years. This organization was responsible for starting the Rush library. She was the Town's welfare officer twenty-one years, having been appointed to the office by Supervisor Goff in 1943.

Our historian brings a special quality to her work. A native, her interest and affection are deeply rooted in the Town where she has lived most of her years.

ORIGIN OF THE TOWN OF RUSH

The Town of Rush was named and established by the State Legislature on March 13, 1818. A group of the leading men of Rush met at the home of Benajah Billings (on the corner of the Rush-West Rush and Stoneybrook Roads) April 7 the first Tuesday of the month, to discuss a most important topic . . . the organization of the town separate from the mother town of Avon. Since the beginning of settlement north of the old Buffalo, Avon, Albany road (Routes 5 & 20) the section north to the present Henrietta line had been a part of Hartford, later called Avon. All legal business was transacted either at the town meeting held at East Avon or at the Ontario County seat of Canandaigua. This meant miles of travel over poor roads and no separate identity as a political unit.

Some have claimed that Rush was named for the rushes that grew so thickly along its waterways, others that it was Richard Rush, not Dr. Benjamin, whose name was thus perpetuated, both men having been American statesmen. The consensus leaning toward Benjamin, a signer of the Declaration of Independence.

At the first town meeting William Markham was elected supervisor and Peter Price town clerk. Nathan Jeffords, Jacob Stull and John Markham, assessors, Nathan Rose, Dudley Brainerd and Clark Davis, highway commissioners, and George Lyday and Peter Price, overseers of the poor. Adolphus Allen was appointed collector.

1683—The State of New York was made up of twelve units called "counties," the one farthest west, Tryon County, extending to about the middle of the state, beyond which was the wilderness of the Six Nations. In 1784 Tryon County was renamed Montgomery; two years later enlarged to cover all western New York.

1786—The Hartford (Conn.) Treaty established the Pre-emption Line. This line ran from the Pennsylvania border northward through Seneca Lake to Lake Ontario. All land west of this with the exception of a strip along the Niagara River was to be under the jurisdiction of the State of New York, with Massachusetts having the right of pre-emeption or first purchase from the Indians.

1789—The land west of the Pre-emption Line was taken from Montgomery County and given the name of Ontario. It was later divided into the Counties of Ontario, Steuben, Genesee, Niagara, Allegany, Cattaraugus and Chautauqua.

1801—Ontario County was divided into nineteen towns. The one bordering the Genesee River was called Hartford. In 1808 Hartford became Avon.

1818—On March 13th, the Town of Rush was set off from Avon. The new town was in Ontario County with county seat at Canandaigua.

1821—In February Livingston County was formed and in March of the same year Monroe County. This latter act cut off the southern part of the Town of Rush and left it a narrow strip between Honeoye Creek and the Henrietta border.

1824—November 24th saw the town assume its present shape and boundaries. It was now Rush, Monroe County, with county seat at Rochester.
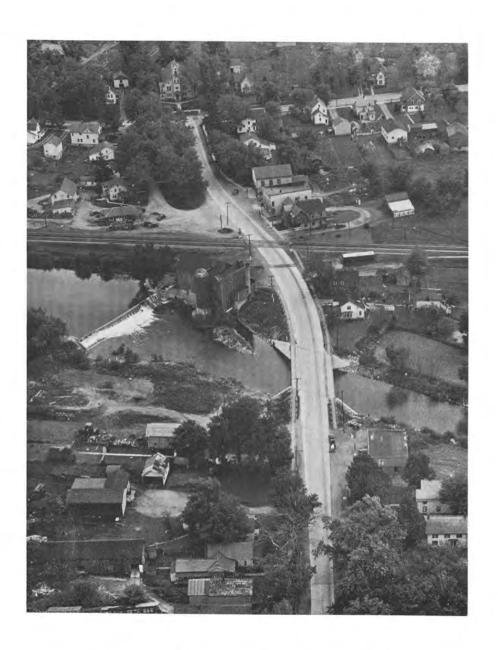
THE TOWN OF RUSH
FOREWORD

Now that we are observing the one hundred and fiftieth anniversary of the founding of the Town of Rush, it seems fitting to consider its past and to give due honor to those who made the present possible.

Unfortunately, many records have been lost and memories have been laid away with those who remembered, while facts have taken on the inevitable patina of time.

Therefore I must offer this booklet as a picture painted at eventide, where the outlines of the subject are determined but the details are blurred by hour and distance.

Bessie A. Hallock

Town Historian
1944-1968

Aerial view of Rush taken in 1941 prior to mill burning

Contents . . .

Rush history has centered for many years around these two stores and hotel across from the Common. At the time this picture was taken one was owned by Kinsey and one by Zeitler. Many people, however, associate the Zeitler store with the Sherman family. The two stores are now owned by Raymond Bock, with the Kinsey store, now without porches, an apartment and office building. The Rush Hotel owned by Catherine Mack Gordon is now Ram's Inn, managed by Jack Ramsey.

Before The Settler . . .

THE ICE BLANKET

It was cold and a dead silence must have hung over the land we now call Rush as the Great Glacier from the north enveloped the Genesee Country. Yet to it we owe much of our scenic beauty. We have wide valleys, gentle hills and an adequate amount of water. We once had several flowing wells but the long trough and round cement basin where the horses quenched their thirst are gone.

The Industry hill still towers above us, seven hundred and eighty-seven feet above sea level, next to the Hopper Hills of Mendon the highest spot in Monroe County. It was once called Mt. Wadsworth and later "Ryder Hill' when Dr. Ryder, an eye surgeon from Rochester, bought it and built an observatory on top. In early days the slopes of the hill were covered with blueberry bushes. Indians from Canawaugus opposite Avon with ponies and saddlebags would come in season to gather quantities of the fruit.

In 1890 a fine clay bed was found west of Rush hamlet and a mania for clay carving struck town. In 1916 gas was discovered south of the village but the hope of its being of commercial value was quickly abandoned. Thus endowed by Mother Nature with neither too much nor too little, Rush remains a favored spot among the towns of Monroe County.

THE WILDERNESS

The Wilderness was made up of rocks, soil, trees, tall grasses, and beauty laced together by mystery and threads of fear. In his reminiscences Joseph Stull, who came to Rush in 1806, speaks of the rushes that filled much of the lowland along creek and river. He says: "The locality was called "Rush Bottom" . . . . Cattle fed on the rushes, the Wadsworths sending down large droves in winter, and many coming also from Lima, Bloomfield and Victor. The rushes finally run out by being repeatedly foraged. Ducks were abundant in river and tributary streams . . . . Wild geese came every fall and spring. Pigeons, black squirrels, and in 1871, the crow . . . The hills of Rush, Avon, and valleys and uplands elsewhere were favorite ranges for the deer."

A prehistoric river dominated the Valley, sweeping graciously across the rich flats of Genesee it came on to the present Golah*, where it turned sharply to the east, flowed across what was in time to be the Town of Rush, and found its way to the lake through the Irondequoit channel.

When the Ice Age was over, the river found its old channel obstructed near this eastern turning, so it cut a new one due north to the lake. The Honeoye Creek took possession of the old river channel across Rush.

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* Golah: the junction of the Genesee River and Honeoye Creek. See page 16.

THE GENESEE RIVER

Long ago a Frenchman looking down upon the Genesee River from the High Banks at Mount Morris is said to have exclaimed, "It is the fairest landscape that human eye ever looked upon."

Fair, fickle, and vacillating is this stream which dominates the Valley and gives it its name, the "Genesee." Born in a marshy spot in a farmer's field some ten miles south of the Pennsylvania-New York boundary, the river begins as a mere trickle. Soon joined by two sister brooklets it begins its varying course northward.

Before the ice age it is believed that its course was virtually unobstructed but when glacial drift filled its channel the river had to put forth a supreme effort to maintain its northward flow. Swinging a bit away it cut a mighty channel through new rock making the stupendous Letchworth falls and the gorge at the High Banks, and finally in order and comeliness flowing into what is now the Town of Rush. There, near the present Golah, the River met another obstacle. Where once it had turned sharply to the east to cross the present towns of Rush and Mendon it found its course again obstructed. Again it must carve a new channel, this time almost due north. This was a fairly easy task until it met the rock near the present City of Rochester where three cataracts and another scenic gorge must be cut before the river could lose itself in Lake Ontario.

Meanwhile another stream came winding down the river's old path through Rush—the Honeoye Creek, a quiet stream except during the springtime freshets when it changed to a foam-crested torrent, washed out bridges and played havoc with flats and meadowlands. The dam at Mount Morris checks the rampages of the Genesee River and controls its contributary, the Honeoye Creek.

Both river and creek bear names of Indian derivation; the "Genesee" an Indian highway from the St. Lawrence to the Mississippi, was called by them the "Casconchiagon," "River with Falls Upon It." "Honeoye" was of more gruesome origin. The story is that a severed finger was found lying on a stump by the stream and in tribal terminology the discovery was immortalized in our euphonious "Honeoye."

As the white man moved into the Valley, the Indians saw their beloved and beautiful river becoming more and more commercialized. The wheat grown on what was once Indian hunting-ground must now be taken to market, a city was coming into being near the lake. The Genesee was no longer the Indian highway. In July of 1824, the river bowed to another white innovation. A steamboat, "The Erie Canal," made its way at the rate of six miles an hour through the channel still somewhat beset by trees and snags. The white settlers were vastly proud. Then came the "Genesee," carrying passengers and towing several river boats and making the trip from Rochester to Geneseo in five or six hours. There were Durham boats also which were "poled down," carrying the Valley wheat to market. For a time the River was an active place. Then when canal and railroad took over its job, the river slipped back into its old quietude. Once more it fulfilled its destiny, the Beautiful River of the Beautiful Valley.

THE RED MEN

In large part, our Indian heritage lies along river and creek at Golah. There, according to Charles F. Wray, noted authority on the Indians of Western New

York, was a "favorite camping place of the earliest American Indian of northeastern America."

Between the long ridge on which houses stand and the river was a supposed village site of the "earliest inhabitants of New York State . . . a people who some 2,000 years ago lived by hunting and fishing, knew nothing of agriculture and had yet to discover the art of pottery making."

Mr. Joseph Mattern of West Rush also made some valuable discoveries along river and creek, finding traces of Iroquois and Algonkin occupation. Mr. Mattern gave a fine collection of Indian relics to the State Museum at Albany where unfortunately they were destroyed by fire in 1911.

Before the pilgrim fathers had laid their plans and arrived at Cape Cod, the French nation was claiming this area. In 1610 Samuel de Champlain, the governor of New France, sent a young man, Etienne Brule, out into the unexplored territory with a Huron Indian chief. After two years of wandering through the territory, Brule came back and told Champlain what he had seen and heard of this territory. Champlain wrote: "I talked a great deal with them about their rivers, falls, lakes and lands, as also about the tribes living there and what is to be found in the region . . . . In a word they made a very exact statement indicating by drawings all the places they had been." From these facts Champlain made his map of 1612, the first to portray what is now the Genesee River, although unnamed on the map. A tributary stream flowing into it from a small lake to the south corresponds to Honeoye Creek coming from one of the inland lakes. Campsites along the creek which are indicated correspond with archeological reports.

THE REGION AROUND

The Dutch called it "Terra Incognita," the vast unknown land west of Albany. At the end of the Revolution, the soldiers who had come through here with General Sullivan recalled the beauty and promise of this new land and were not slow in moving westward.

At this time both New York and Massachusetts were claiming this new territory on the basis of royal grant from kings of England. The dispute was settled by the Treaty of Hartford in 1786, which established the "Pre-emption Line" running from the Pennsylvania border due north through the west part of Seneca Lake to Lake Ontario. West of this line New York was given the right to rule (sovereignty) and Massachusetts the right to make sales. Oliver Phelps and Nathaniel Gorham bought huge tracts on both sides of the Genesee for practically three cents per acre. The Indians, whose land it was by birthright, received five thousand dollars and a promised annuity of five hundred yearly forever.

Although Phelps and Gorham acquired this large holding cheaply they were not able to keep their agreement, sold it to Sir William Pultney and settlement took a lively turn.

The Settlers . . .

Now into that ancient place which far back in time felt the heavy tread of two species of elephant, Man the Settler, found his way. Although he feared as well as liked what he saw, he fell to with persistence and courage to carve himself a home.

First of all he must make a clearing. There were more logs than he would need for a shelter. His thrifty soul scorning the idea of waste, he quickly found a way to use the surplus. He reduced the excess wood to ashes and leached them. Then in large iron kettles boiled down the solution, turning it into the one commodity that he knew would bring in money—potash. It took two hundred bushels of ashes to make one hundred pounds of potash. While the heavy forests lasted, the fires under the kettles burned merrily.

He had no need to worry about food. The woods were full of wild turkeys, squirrels, deer, and the streams full of fish to be had for the taking. The bees made honey, the wild grapes purpled the wilderness, and maple sap flowed freely ready for "boiling down."

Of course amid this plethora of good there was a smattering of bad. There were wolves, bears, and that beast most greatly feared, the panther. Even the bravest pioneer felt better with a lantern in his hand if he ventured forth at night.

Into this rich land came the men who with their families settled the Town of Rush.

The story of the remarkable men and women who dared to come into the wilderness and become our first settlers cannot be told in a few words. Of their trials, sufferings and final conquest of a forbidding wilderness we can imagine but little for today, we, their descendants, are enjoying that which our forefathers bought with sweat and fear and sometimes their lives.

In 1750 a land grant had been made by the government to the Wadsworths giving them land from Geneseo to Lake Ontario, and it is said that Jeremiah Wadsworth and Joseph Morgan were responsible for the real settlement of the town. Both bought large quantities of land in what is now Rush, Mr. Morgan living here in 1789 during which year a son was born to him who is said to have been the first white child born in the future Town of Rush. Mr. Morgan did not remain permanently.

In 1779 Captain John Ganson of Sullivan's army had seen this part of the country and ten years later came here as a settler. He built a "wilderness" or tub mill on what is now land just over the Avon line on the West Rush-Avon Road, but not being able to get a clear title, sold out and moved farther west.

He whom we call our first permanent settler, William Markham, now took over a part of the Ganson land. In 1788 the following appeared in William Walker's Memo Book: "Wm. Markham and Ransome Smith are engaged in Esq'r Walker's employ for one month . . . at six dollars per month. D'd them an ax and small kettle . . . furnished with 14 days provisions." It may have been on this surveying expedition that the first settler to remain permanently in the future Town of Rush saw the fine stretch of virgin soil on which his descendants are still in possession. He and his brother, John, came down the river

in a small boat greatly overloaded to establish a home in the vast almost unchartered wilderness.

Thomas Dailey came from Ireland in 1793 and settled in Pennsylvania. Then going to Geneseo, he settled in Rush in 1806. He located on the east side by a spring which is still running.

Christie, or Christle Thomas came around 1801 from Lancaster, Pa., or Maryland. They were Amish people. He built the first sawmill in town. He settled at the junction of what is now Fishell Road and the West Rush Road.

In 1801 John Bell from Maryland settled north of the creek.

In 1801, Captain Philip Price and his family of eight sons and one daughter came and bought of James Wadsworth one hundred and sixty acres. Its original purchase cost was $4.50 per acre. To this acreage Captain Price later added 50 acres for each son. He had been offered 100 acres at the site of Rochester but as that locality was then a "snake-infested wilderness" Mr. Price preferred to invest in what became the ancestral home of the Prices near the present Mann's Corners. Their daughter, Susannah, married Jacob Stull, who either came with them from Maryland or followed soon after. Their son, born in an unfinished cabin on the present Henry Krenzer farm, became the first white child born north of the creek in what is now the Town of Rush.

A sister of Mr. Price, Mrs. Ott, and her husband were with the Maryland party and bought three hundred acres on or near the present Pine Hill cemetery. While preparing to build he died and his wife returned to Maryland. Later she came back, remarried. When she sent this husband with money to pay off their indebtedness for the farm, he absconded. It is said she thought her misfortunes were due to being born on the ocean.

Sixteen families from Connecticut settled in 1804 on what was called "The Square," the present junction of the West Rush and Stoneybrook roads. Their leader was Elder Goff who preached here until 1816. Mr. Wadsworth gave them four acres for their special needs. A schoolhouse was built and used also as a church.

Peter Myers, a Revolutionary soldier from Hagarstown, Md., settled on a farm in the southern part of what became Rochester, but was driven out by mosquitoes. After moving to Geneseo he bought 600 acres on the north side of the Honeoye Creek in Rush in 1805 for $1.25 to $2.25 per acre.

Clark and Hannah Davis with their five-year-old son, Joseph, arrived from Bristol, Connecticut, in 1806. The parents belonged to the First Baptist Church in Rush. Joseph died here in 1874.

Daniel Diver, born in Vermont, bought many acres of forest in 1806. His father, Calvin, who came later, died and was buried on the farm. The family was represented here for many years.

In 1806, Elnathan Perry, a Revolutionary soldier under Lafayette, viewed this section during the Sullivan expedition. He came from Bennington, Vermont, bringing his family to settle on Fishell Road, west of the present overpass. His daughter, later Mrs. Elisha Sibley, gives one of the finest descriptions of Rush in the Wilderness years available. Mr. Perry died in 1849 and lies in North Rush Cemetery.

In March 1806, Nathan Jeffords, Sr., arrived at Hartford, now Rush. With

his family, five hired men, four horses and three cows he set about clearing the land and establishing a permanent home. The fall before, a log house had been built and he shortly had a log barn and a thriving young orchard. He was not bothered with neighbors, there being only eight families at that time north of the creek. Presently his son, Nathan Junior, started a school in a log hut for the children of four of the families. It was a wild but very fertile wilderness, stock had to be penned at night to keep them from marauding bears and wolves and Indians were frequent callers. His family is still represented here.

The old Joseph Sibley farm had been the Morgan place at Golah. Joseph, born in 1788, came in 1806. He moved to Riga in 1812. A brother, Elisha, died in Rush in 1831. He had a number of sons, among them Samuel, William and the Reverend Jeremiah; also a daughter, a Mrs. Hoit of Rush.

In 1809, Jacob Martin came from Frederick, Maryland. He visited the Prices and decided to look for a farm. He and his son went down to Rochester flashing trees, so they could find their way back, avoiding the bogs and snakes on the way. He decided that he would buy in the future Town of Rush the farm just north of the Monica B. Leary school. The school land was once a part of the farm. He also bought four other farms in Rush, one for each son. It is said that the south wall of the present house owned a few years ago by his descendant Ida Martin Kuhls was the north wall of the original log cabin.

John Barnes was a neighbor of the Markhams in 1809 and was said to have been the only one for some time.

In 1810, John Webster came from the eastern part of New York State to become the founder of Rush settlement. He built mills, store, carding machine, hotel, and dwelling.

In 1812, George Lyday bought property on which was a fine growth of chestnut trees, in the Middle Road-Rush-Henrietta Townline Road area. He had ten children.

Later in 1830, the Shermans came from Hudson river country on the newly opened Erie Canal. Their home was on the corner of the Five Points and West Rush Roads.

The Settlements . . .

WEST RUSH

The future Town of Rush was mostly wild land and forest when the Markham Brothers came down the river from New England.

They disembarked, presumably near Golah, and it was only a short time before William had made a clearing near the river a little to the north of the creek on what is now the school at Industry. John became the founder of the hamlet we know as West Rush. He remained there long enough to build a huge inn and a small school; to become a helping hand to other settlers and a friend to all. Then leaving three of his children in the little cemetery on the farm now owned by William Markham Selden, a descendant of William, John moved family and effects to Michigan.

West Rush was given impetus by the coming of the "Peanut Branch" of the New York Central Railroad. In the early nineties West Rush was a shipping

point of cabbage and potatoes then raised generally by farmers in large quantities. About then the hamlet was said to be noted for four things: (1) Fishing—"The best in the country." Nine, ten, and eleven pound fish were not unusual. (2) Joseph Mattern's collection of Indian relics (Mr. Mattern was an authority on the rich Indian lore of his native village, West Rush). (3) Flowers and plants. A botanist of note contended at one time that he knew of no place in the state with so "extensive and varied flora," and (4) the model farm of Mr. Eugene Martin.

West Rush has never grown rapidly. In time it could boast of a store, a mill, blacksmith shop, cooper shop and post office. A little church opened its friendly doors in the nineties but was long ago converted into a dwelling. Men, wise and good, have gone out from it to make their mark in the world. Today the little hamlet has retained its simple, quiet, neighborly way that could well have been the goal of its founder.

EAST RUSH

In 1810 John Webster came from the eastern part of the state and by erecting a sawmill, gristmill, carding machine, fulling mill, store and dwelling laid the nucleus of the present settlement of Rush.

Naturally the first name of the infant town was "Webster's Mills," honoring the man with foresight and funds who was able to see the possibilities of the place and to make use of them. There is no mention so far as I know of when the name "Rush" was chosen but since the town was formed in 1818 one may assume the largest hamlet took that name. In 1902 some of the residents thinking that there were several places using the name "Rush," suggested it might be well to change the name of the largest. Probably thinking of Totiacton, the Indian village of the 1600's being only about two miles from Rush, they proposed the name "Acton." A meeting was called to consider it, but nothing came of it. The place continued to be "Rush" to the postoffice department and "East Rush" on the Lehigh railroad. Its growth has been gradual. The New York State Gazateer of 1860 gives the inhabitants of the village as 250. By 1895 it numbered 500.

NORTH RUSH

To the north of West Rush is the crossroads of North Rush. At various times even yet an elderly resident may refer to it by the names heard in his youth—Sibley's Corners, or Hart's Corners. Today there are no Sibleys left but the big, square house built long ago by Henry B. Hart still shelters some of his kin.

Once the hamlet could boast of having a store, post office, blacksmith shop, all suited to the needs of the large numbers of farmers in the community. Now all are gone. Mail is delivered from Rush, children are transported by bus to one or another of the big schools sprawling over the countryside. The old store with the high step is no more, and even the church at the point between River Road and Telephone Road is not the same.

Before the fire in April 1958 made necessary its replacement, the church stood out in its whiteness with lifted spire gleaming against the green of the hills. A spire still rises, a church still stands, but modest and beautiful as they are, they cannot efface the tender memory of the old North Rush Church.

GOLAH

Many have wondered about the derivation of the pleasing although unusual name of "Golah." For years after the coming of the New York Central Branch known as the "Peanut," and the Erie Railroad that crossed it a few rods east of the Honeoye Creek outlet into the Genesee, the spot was referred to as "Rush Junction" on the New York Central and "Genesee Valley Junction" on the Erie. This led to confusion especially to shippers, whose consignments went astray or were delayed. Finally in 1907 the Reverend H. W. Howard came to Rush as pastor of the Methodist Church. Shortly he began to take steps to change the name of the Junction. He suggested the word "Golah," composed of the letter of the surname of five prominent residents of West Rush. G from Greene; O from Rotzel; L from Stull; A from Chapman; and H from Hamilton. At first the name seemed odd but it was not long before its euphonious sound caught on, and while it has no connection with the Indian history of the site, it still seems to fit it.

MANN'S CORNERS

This four-corners where the present Route 15 and the Scottsville Road intersect has been known by several names. Depending upon who lived at the spot, it has been Greene's corners, Stull's corners, and for many years now Mann's Corners. In the old days, Daniel Greene owned land there. The Stull family living on the present Henry Krenzer place gave several noted sons to the town. The present name came from that of Joseph Mann who according to Mrs. Daniel Gleason, a descendant, came with his family from Upper Mount Bethel, Pennsylvania, stayed one year and went back as the mother had been homesick. A year later they returned to Rush and built in time the fine farmhouse and barns now owned by Mr. and Mrs. Albert Fleig. Joseph's son Frank, was a prominent citizen of the town until his death some years ago.

BIRDSALL'S CORNERS

The name is not heard today by which the crossroads north of Mann's Corners at the West Henrietta and Rush-Henrietta Town Line Road intersection was named some seventy-five years ago. Birdsall's Corners was named after A. Benjamin Birdsall listed as having died January 13th, 1859. He had a son, John C., who was pathmaster for the section bordering on the present Town Line Road in 1842.

HALLOCK HILL OR HALLOCK'S CORNERS

Until 1934 the big square house on the hill one mile east of Rush was the sole dwelling on the corners, which may or may not have had a name until William Hallock and his three sons, James and twins John and William, from Milton-on-the-Hudson purchased the place in 1846. This corner where three roads meet, must have been there several years before there was a Rush since the three roads that make it were surveyed by 1816.

FIVE POINTS

In the southeast quarter of the town was a small settlement with a mill around 1810 where settlers began to come in from the Avon-Canandaigua Road. So far as determined it has always been merely a crossroads without store or church. It has had a district school since an early date.

DAVIS' CORNERS

The settlement at the crossing of the West Rush Road with Route 15 goes back to the coming of the Baptist Colony in 1804 and the building of the road we know as Route 15. Ethan Davis was a member of the colony and built what in those days was a fine home. It stood on the southwest corner of the crossing and was the family home for many years. The name Davis has been long gone, but a number of the family lie in the Davis cemetery just east of the former Brodeur home, on the Rush-West Rush Road. A small school is believed to have once been on the northwest corner.

NUMBER SIX

In 1801 the road we know as the Honeoye Falls-Number Six Road was put through. At that time the wilderness to the north of the State Road was being penetrated here and there, but settlement still clung to the Canandaigua-Avon turnpike. It was natural then that our early settlers should not venture too far from the beaten track, narrow and rough as it then was. In 1800 East Avon had also become a trading center. Naturally many of our earliest settlers located nearby. It has borne the name of several at various times: Cummings Corners, Bigelows Corners and of course the name of the school district, Number Six.

Roads and Bridges . . .

Our first roads were merely trails made by roving animals and the moccasins of the red men. Two such crossed the land that is now Rush in the very early days when on the hill to the south of the present Rochester Junction in the Town of Mendon stood the Seneca village known as Totiacton. This trail passed down the north side of the creek to an Indian village near the present Rush cemetery, then veered northwest to join a second trail coming from Golah. The junction of these trails was at an Indian town a short distance west of the four corners at West Henrietta, at what was later known as the "Williams Farm."

In 1792 with the hope that it would help to open up the Genesee country a road was laid out from the Pennsylvania border northward and some thirty miles "made good enough for waggons." Two years later three commissioners were appointed to lay out a road from Utica to Canandaigua and thence westward to the Genesee River at present Avon. Hitherto the main trail from Buffalo to Albany was a forest path, twelve to fifteen inches wide and worn in places a foot deep. Now it was to be "as straight as practicable and six rods wide." This became our Routes 5 and 20. It was "a fine piece of work" and a stagecoach is said to have been able to go from Utica to the Genesee in about three days. In 1800 "at great expense" it was made into a turnpike from Albany to Canandaigua.

Since Rush had not yet been formed from Hartford (Avon) we shared in the pride and convenience of such a fine thoroughfare on which a "wagon drawn by two oxen and two horses could go twenty miles per day with a three thousand pound load," made up principally of "bedding, clothes and cooking articles." This was an improvement over 1790 when Horatio Jones is said to have driven the first wheeled vehicle over the road from Canandaigua to Avon.

In 1805 Mr. Wadsworth engaged Col. Markham to cut a "woods road" to the Henrietta line. The Baptist Colony coming to Rush from Connecticut in 1804 established homes between the present Stoneybrook Road and West Rush, and

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undoubtedly desirous of getting in touch with the Price-Stull settlers on the north side of the creek they continued the Stoneybrook road north to the present Middle road vicinity, the creek being crossed at a ford. The southern end of Stoneybrook Road was "cleared its full length to Zephaniah Branch's house on a corner" at Five Points.

Now Rush is criss-crossed with modern hard surfaced highways. Some are State roads, some are county and some are town roads, with their winter care delegated to the town crews. Rush now has 63-64 miles of highway.

PLANK ROADS

In 1846 plank roads began to come into use. These roads were usually built of hemlock and were about eight feet wide, costing around six hundred dollars and up per mile. Upkeep was high and as they did not wear well, they were on the way out by 1870.

In 1850 the Rochester-Hemlock Lake Plank Road Co. was organized. It went through Rush and Lima to Hemlock, 25 miles.

In the eighties it was not unusual when driving along on a wet and muddy day, to see a piece of plank heaved up from a sink hole, or stuck in as a warning.

Every so far there was a tollgate as these roads were kept up by tolls. On the East Henrieta Road near Iola was one. The toll-keeper's shelter was on the west side of the road, and a bar came out from it to prevent a traveler passing without paying the fee. When the small amount was dutifully handed over, the bar would be raised and the wayfarer would proceed with a clear conscience.

According to Charles A. Greene, former citizen of Rush and a long-time, well-known nurseryman of Rochester, Eber Sickles was keeper of the tollgate until it was given up.

SIDE PATHS

With the coming of the bicycle and its great popularity with young and old, men, women and children, there was a demand for safer and firmer surfaces on which to ride than the dusty roads of the nineties afforded, hence the making of side or cinder paths. A somewhat inferior one ran between the narrow Rush-Honeoye Falls road and the trees lining it and another probably used more followed the East Henrietta Road to Rochester. It was customary for some to ride down to the city on their bicycles, do their shopping, or have an outing at Charlotte, and come home on the evening train with their "bikes" in the baggage car.

In May 1895 the Honeoye Falls Times reports as follows: "The Town of Rush sports no less than thirty wheels . . . and still they keep coming, notwithstanding our rough roads and bad hills. Some of the boys are getting to be good riders and we have some experts, making the worst hills with ease and taking trips of forty or fifty miles a day."

The Sidepath Commission of Monroe County submitted its first annual report to the Board of Supervisors in 1898. From the sale of numbers to those using the paths their upkeep seemed assured. For a time new paths were made through the County and the old ones improved or kept in repair, then the era of the automobile came in. The cinder paths reverted to the wild or made handy sidewalks for those who had no car.

BRIDGES

The bridges of Rush have been of several types; the first of logs spanning the creek, then the noisy iron and plank ones of the eighties and nineties where the horses feet beating out a roundelay could be heard for a mile, and the hushed cement structures with hardly the whisper of a requiem.

The early ones were crude affairs, not able to withstand the floods that in springtime came tearing down the valleys. The river with its propensity for annual flooding was a problem. In 1820 Joseph Cox of Caledonia asked for a license to operate a ferry between Wheatland and Rush at the present Industry crossing. It was a crude affair. A cable was fastened to a tree on each side of the stream and a flat-bottomed boat attached to it by iron rings was pulled across by hand. If the current was rapid or the load heavy a windlass on the bank helped with the job.

The first bridge at Rush village (East Rush) consisted of freshly cut trees thrown across the stream that February morning in 1801 when Philip Price and his men cooked and ate their breakfast bacon on the bank and then proceeded to the spot on the Scottsville road to cut logs for their cabin.

In 1807 Christle Thomas built a bridge over the creek (probably somewhere near his home on the present Fishell Road.

In 1807 or 1808 the first bridge over the Genesee was built between Avon and Canawaugus, and in 1830 the first bridge between Rush and Wheatland. This was double-tracked, wooden and roofed. It was used for forty years. In 1869 it was replaced by an iron one, costing $12,000. In 1913 a structure with concrete floor took its place.

In 1808 a bridge was built "by volunteeer labor" of the settlers over Honeoye creek but since there was no Rush village at that time, its location is indefinite.

In 1809 a bridge was built at West Rush over the Honeoye.

It is told that years later a bridge carried Pinnacle Road over the creek to join the Honeoye Falls Road at or near the Phelps road but that it was burned to force townspeople to trade in the village.

In 1817 many bridges were swept off by freshets.

In 1897 the Thomas Bridge over Stony Brook was replaced by a new one costing $414.

In 1903 a new bridge was built at Rush village. It was completed in 1904 at a cost of $4000. Dr. James H. Leary was the first to drive over the new bridge. A farm crossing east of the Lehigh depot was used during its construction. This bridge was replaced in 1934.

In 1925 a new bridge was built at West Rush. It was opened December 1925 at a cost of $20,000. In 1955 this bridge was replaced.

The Mills . . .

In her book, "Romance of Milling," Maude Motley calls the "rumble of the gristmill the earliest mechanical music of the Wilderness." In 1789 our section first heard that music when John Ganson, a former captain in the army of General Sullivan, moved his family from the east to the wilderness by the Genesee

River. There on a little brook that still wanders and ripples through a pleasant woodland and crosses the East River Road a few rods south of the Monroe-Livingston County Line, John and his young sons, James and John, built a "tub-mill." It was a crude affair described as having no "boards, the curb a hewn plank, the spindle a straightened cart tire and the stones fashioned from rock in the vicinity." Homemade and crude, it was for a short time the only grist-mill in the Genesee Country and as such attracted patrons for many miles around. Three months later it no longer had such distinction, for Ebenezer Allan opened a mill at the "Falls," the site of Rochester.

When Mr. Ganson could not get clear title to the Indian land on which his tub-mill stood, he disposed of mill and land to Oliver Phelps, who employed William Markham as miller. It is said that the first grist ground in the Ganson mill was a sack of buckwheat brought on horseback by Jared Boughton from near Victor twenty miles away.

A "Letter from a Gentleman to His Friend," written by Charles Williamson in 1799, states that at the date of writing there were nineteen gristmills and twenty-eight sawmills in Ontario County, which meant everything west from the Pre-emption Line at Geneva. In this he states that "if a dam is not difficult, a small gristmill may be built for one thousand dollars."

In 1810 Col. William Markham built a gristmill at Five Points. Some say that it stood on the north side of the Kavanaugh Road to the west of the present Schillinger property, once belonging to the Markhams; but an old map places it on the south side at the point where Stoney Brook and Kavanaugh roads meet, with the mill pond on the brook to the east. Jacob Price ran the mill for Mr. Markham. A stone from this mill forms the step to the Markham cabin at Elm Place, home of Colonel William and his descendants.

In 1822 Jacob Price and Emanuel Case built the first flouring mill at West Rush. Some fifty years later we find mention of J. W. Day as the miller and by the arrival of the new century, Loren J. Reist, called a "wide-awake" miller, had begun a long term of service to the people in that section of the town. His son Loren joined him and a well-equipped four-story structure stood until 1914 when it burned at a loss of $20,000. It was not rebuilt.

In the meantime the settlement of Rush, or "East Rush" as it was frequently called, had forged ahead into first position as the business center of the three hamlets. In 1810 John Webster had arrived from Connecticut and started at once to build up the East Rush settlement. He obtained a deed from James Wadsworth for "land for a dam" and the only flouring mill in the east section was underway.

In 1847, when owned by Benjamin Weaver, the mill burned. It was rebuilt and did a thriving business under his management and that of his partner, Mr. Foote. In 1884 Hiram Smith purchased Mr. Foote's interest and the firm became "Weaver and Smith." In 1889 Homer L. S. Hall of Scottsville owned the mill and the era of "Onnalinda" and "Rosabella" flour came in. Some households favored one kind and the some the other, and the failure of a "batch of bread" was of course due solely to the use of the wrong flour.

The mill was now a very busy place, with new corn sheller, that "worked like a charm," five new wheat bins with a capacity of five thousand bushels and a "three-ton scale." And that same year there was another innovation—two lady bookkeepers. The mill was headed to be "one of the finest for miles around."

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Mill at present site of Rush Veterans Memorial Park, 1920 picture

The mill burns, Monday night, September 15, 1941

In 1898 when the mill had changed hands and was known under the name of the "Rush Milling Company," a blow fell on the community. The owners were forced to make an assignment to S. J. Arnold of Rochester, who promptly offered the business for sale. It was sold to the Bank of Rochester, which held the mortgage.

Then J. R. Smith and Sons took over. The mill was repaired and business once more became good. In March 1904, the firm of Tomkinson, Kenyon and Tomkinson leased the place and years of prosperity lay ahead for the old Rush Mill. In 1905 the firm, made up of the Tomkinson brothers, Roscoe and Samuel, and Miss Delia C. Kenyon, bought the property and soon its well-known T-K-T feeds were being sold on a large scale. For years it did a lively business. Then on a Monday night in September of 1941, the old Rush Mill burned to the ground.

For years its bleak old chimney and silo stood as weary reminders of days gone. Then they, too, were brought low and the site of the old Rush Mill is now a beautiful creekside park.

The fate of the old Rush Mill touched the heart of a schoolboy in town, who recorded it as follows:

<div align="center">

THE OLD RUSH MILL
by Ronald Fishell
Wrapped in silence, deep and still,
Stood that friendly old Rush Mill.
Crackle, crash, and it was blazing,
Sirens, shouts, and crowds amazing,
Crackle, crash, then all was still.
No longer stands the old Rush Mill.

</div>

SAWMILLS

To cut lumber for cabins and barns and later, large and fine houses, was imperative in the old days, and a sawmill was almost as much of a necessity as a flour mill. Taking less equipment than feed mills, they might spring up at suitable spots, buzz busily for a time, then move on and be forgotten except for the heaps of sawdust left behind. This was especially true after the portable sawmill came into use. The sawmill of the settler had a sort of permanency.

In 1805 Christle Thomas built what is thought to have been the first sawmill in town. It was on Fishell Road Extension just west of the turn from the present Rush-West Rush Road. His descendants used it until 1890.

Peter Price is said to have built one in 1803, which if the date is right, antedates the Thomas mill.

However, it is possible that neither of these can claim the honor of being first, for back of the Albert G. Schulz home, 2286 Rush-Mendon Road, some believe there was once evidence of a dam. For what use is purely speculation.

Peter Myers had a saw mill on the flat by the creek at property now owned by James A. Reeves, 2608 Rush-Mendon Road, and in 1810 Col. Wm. Markham had a sawmill at Five Points.

For years there was a sawmill on the north side of the creek opposite the mill in Rush village and others, portable or stationary, as need arose and custom demanded.

Former Hotel, recently Thitcheners Garage until Atlantic station replaced it

Hotel at West Rush, now site of West Rush Firehouse

Bridge at West Rush

In 1884 Mr. Weaver had a sawmill and shop so near the creek that it was damaged by ice.

In 1889 John Behnk had a sawmill on the north side of the Honeoye Creek, near the dam. The place was filled with huge logs to be made into lumber. At the close of the season (1890) he had sawed about 140,000 feet of lumber.

Around 1810 John Webster built a carding and woolen mill in Rush village. The census of 1820 lists Rush as having two saw mills and two grist mills. By 1835 there were seven saw mills, 2 grist mills, 1 fulling mill, 1 carding machine, 1 distillery, and an ashery.

Cider mills were operated by Cyrus Davis at West Rush, James S. Green at Rush settlement, and A. Hart at North Rush. About the same time in the sixties or seventies the Hallock Brothers had a large cider mill on the north side of Scofield Road. Townsmen would bring their apples to be made into cider for themselves and the remainder went into huge casks in the cellar of the mill to be made into vinegar which was sold in Rochester.
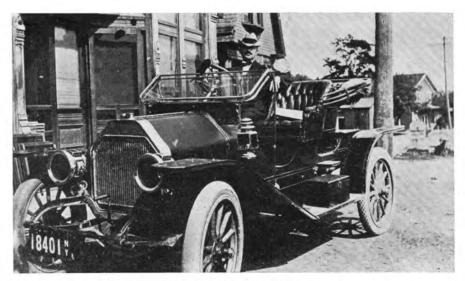
SUGAR MILL

Around 1880 a new kind of mill for these parts came into action. Samuel H. Kinsey, farmer and Rush storekeeper, built a sugar mill on his property west of St. Joseph's Catholic Church. His evaporator produced syrup considered equal to molasses. He raised his own cane which ripened about the time of ordinary corn. An acre was said to produce from "eighty to one hundred and fifty gallons of juice." For several years the industry seemed to flourish. Then, although some farmers had become interested in the project, it seemed to fade from the picture. There is no mention of the sugar mill after 1885.

Hostelries . . .

It is hard to imagine today when all the world is a-gleam with electricity what a candle in a tavern window meant to the woodland traveler. It bespoke much-needed shelter and food, and temporary companionship. Great were the tales that were spun by those firesides and great were the expectations voiced of what the wilderness might come to be, when settled. Yet it is doubtful if the wildest dreams aired there could have approximated the reality of the life we lead and the town as it is today, less than two hundred years later.

Because we were for thirty years a part of Hartford, it seems fitting to mention the old tavern which once stood at East Avon, whose sole reminder is the white horse which gave it its name. In 1812 it is said to have been begun by John Pierson and after his death was completed by his brother Benjamin. It had several owners during its long existence. One of them by the name of Smedley is believed to have given it the name long used, The "White Horse Tavern."

Before 1818 when this section was separated from Avon as Rush, there were several taverns of sorts. In 1808 Samuel H. Helmes had one in a log cabin at the future Mann's Corners. On Lot 42 (Mann's Corners) Daniel Green sold to Edmond Lyon his tavern of hewed logs two stories high. The date of this transaction is given as 1820. Mr. Green is said to have opened the establishment around 1812.

Dr. James Leary, 1910

View of park and St. Joseph's Catholic Church

Mrs. Goldie Mann Gleason (Mrs. Daniel) writes that her father used to tell of playing around the tavern in his boyhood and of the big sticks of candy on the counter.

John Webster built the first hotel in Rush hamlet around 1810. It was north of the creek. When it burned, he built another almost opposite the mill and just north of where the Lehigh Valley railroad tracks cross East Henrietta Road. One night this, too, burned. The daughter of the proprietor, in her middle teens, calmly awakened the guests, then gathered up the silver and whatever else there was time to save and quietly made her escape. Her bravery was remembered for years afterward.

The Thitchener Garage (now the site of the Atlantic Service Station) is said to have been built as a hotel by Mr. Webster in 1826. Among those who owned or managed it through the years until it was put to other uses were Edward Morrison, Norman Cargill, Thomas Wood, Joseph Shellman, Kirk Martin, Charles Longfellow, John Tobin, and others.

In March 1891, John C. Price opened the "Price House," on the south side of the Lehigh Valley Railroad tracks. August 9, 1892, it burned in one of the largest fires the village has ever known. Mr. Price immediately made plans for rebuilding. Today it is known simply as the "Rush Hotel," 6071 East Henrietta Rd., managed by Mr. and Mrs. Paul Tobey.

In 1826 John Markham built the West Rush Hotel. It was a huge building, two stories with a ballroom upstairs eighty feet long. It is said that at the time of the Civil War men going to Elmira to enlist would have dinner at the hotel and walk the mile to Genesee Valley Junction (Golah) to take the train. It was a stagecoach stop also, and tradition has it that once there was a grocery store in part of it. On October 31st, 1931, at midnight, fire of unknown origin burned the old building to the ground. Mr. and Mrs. Fred Mattern owned the property at the time of the fire. The West Rush Firehouse occupies the spot.

Stores, Shops and Trades . . .

The store of seventy-five or a hundred years ago was a friendly place as well as a sort of supermarket run without the precision of the present emporiums. There was an attempt to segregate the contents, but lack of space and the storekeeper's idea of neatness and arrangement often led to strange combinations, which after all did not worry the customer so long as his needs were supplied.

There was usually a back room to take the overflow and when that was full, perhaps a cellar yawned willingly for the discards; or a bright little bonfire back of the building took care of the unwanted. Conventions and restrictions of the individual were few in those days. Each man had a right to run his own business where and how he deemed best, and if a person did not like a storekeeper or felt an injustice had been done he might protest, but it was not always handy to take his trade elsewhere. There was a warmth and sociability about the old country store. Anger might flare up at a fancied "bad deal" but sooner or later the man who had vowed never to "set foot in that store again" would come back.

The grocer knew his customers and often had to be as alert as they. One day a certain man came into a store in Rush with a crock of butter. He said a

mouse had fallen into the cream but his wife had churned it anyway. Of course, they wouldn't think of eating that butter but wouldn't he, the merchant, buy it and give him some other in exchange. "Why certainly," said the storekeeper, "I'll take your crock into the back room and change it." He did. He transferred the butter to another crock and brought it back. "Here you are. I hope you'll enjoy it." Out went the man well satisfied, not knowing that he was taking the same butter home.

In the old days the pickle barrel had a vast attraction to young and old. A fat, juicy, dark green pickle fished from an open keg was delectable and a sliver from a big, round, fragrant, well-exposed cheese went well with the crackers on the rim of whose barrel the consumer had found a seat.

Things may not have been as sanitary in those days but there was more sociability, and who knows how many weighty matters were discussed and settled in the little general stores?

RUSH

Among the first storekeepers in Rush were Benjamin Campbell, Peck and Skinner, P. Cameron, and James Babcock. John Webster is credited with building the first store in the east hamlet soon after his arrival from Connecticut in 1810. According to the Memoirs of A. Emerson Babcock, his grandfather James Morris Babcock came here before 1838 and "did a paying business located near the home of Dr. Socrates Smith" (Chaffer—1965). People came from long distances to trade. At that time D. W. Powers of Rochester sent a peddler's wagon through Rush and secured his supplies from Mr. Babcock.

Several generations of the Kinsey family have contributed to the mercantile life of the town. Benjamin Kinsey had a store here in the seventies that was destroyed in the fire of 1892. Afterward he built the block now owned and occupied as a grocery store and market by Raymond Bock. Mr. Kinsey went to Florida and died in 1917.

Samuel Kinsey, brother of Benjamin, was a business man here during most of his active life. When his store was wiped out in the Big Fire of 1892 he had what was known as the "Old Baptist Church" moved across the road from its location near or at the present Al-Don Chemical, Inc., and made into a store below and town hall above, now Bock Apartments. His son Maurice was associated with him. He took over the business on his father's retirement in 1907. Maurice Kinsey and Charles Zeitler were in partnership for a time. When the latter withdrew, Mr. Kinsey took in a Rush man as partner, H. Grad Diver. Don Woods ran a Red and White Store in this building from April 27, 1937, until March 1956. The store closed shortly thereafter.

Norman Sherman brought his wife Anna Dora Lange Sherman of Honeoye Falls to this town in 1885, and purchased the stock of Graney and Callan. In 1890 he moved his store to the Sawyer property on the north side of the creek. Mrs. Sherman had a millinery and dressmaking department in connection with the store. By 1900 he was back on the south side of the creek in the Benjamin L. Kinsey building, which he purchased and where he remained for the rest of his business life. In 1930 he sold his stock to Harry Britton. The building was sold to Raymond Bock after Mr. Sherman's death in 1945.

In 1893 Nathaniel Mead and Mr. Provost had a grocery in a store across the

creek. They were followed by the Wilson Brothers in 1899, who, in turn sold the business to Carl J. Behnk and sister, Miss Dorothea Behnk, who helped him in the store and took over after his death in 1936. For some years Mr. Behnk drove a wagon around the countryside, taking butter and eggs in trade, supplying the farmers families with staples and a few luxuries. With the closing of this quaint little store in April of 1962 went a large part of the old country store life of Rush.

NORTH RUSH

Enoch Arnold and T. J. Jeffords opened the first store at North Rush in 1835. On the southwest corner of the crossing of the Rush-Scottsville and West Rush roads at what we know as North Rush was an ancient building where "Saddler Dan" Hart earned his name by turning leather into articles needed by the pioneers. The old building with the high stone step had seen may changes and as a store owned and operated by Eugene Barker had come down to the present as a landmark, when a short time ago it met the fate of the old and was torn down to meet the needs of a young generation. The last person to operate the store was Mrs. George Moore, owner of the property.

WEST RUSH

Addison Chapman was a merchant in West Rush from the seventies on for many years. He was supervisor of Rush and in 1921 became Monroe County Treasurer. He was 17 when he opened the store about 1874.

In 1824 Alfons Mantell became a merchant at West Rush. He and his wife served the community for many years.

Many years ago West Rush was noted for its handmade boots and saddles. John Mattern, Sr., made boots for the well-known citizens of the town.

In 1888 James T. Kelley settled at West Rush and made barrels in his cooper shop until apples were loaded into box cars, and paper sacks replaced the old-time containers.

Farming . . .

The day of the farmer in the Town of Rush may well be likened to the passing of the solar day. It has known sunrise, high noon, mid-afternoon, and now the twilight is approaching.

According to tradition, its sun rose weakly in the far-off year of 700 A.D., when an ancient tribe of Indians is believed to have raised corn, presumably near the river, and thus established their effort as the first sign of agriculture in what is now Monroe County. Many centuries later some hemp was raised in the vicinity and always there have been rushes continually whispering and in the days of early settlement furnishing forage for herds of cattle from towns to the east.

Some say that George Washington himself was responsible for our early settlement. He sent the soldiers, many from dry stony sections of the east to punish the Indians for their atrocities at Wyoming and Cherry Valley. Be that as it may, we know that some of these men under General Sullivan saw our

fertile land and, when hostilities were over, came here to make their home. It took strong and seasoned men to meet the obstacls inherent in a venture of this kind. But gradually the forest yielded to their swinging axes and the sunlight began to warm and invigorate the earth. Its first gift lay in the very trees the axes felled. Not only did these trees give logs for primitive dwellings, they provided the first source of actual cash. Daily the huge tres came crashing down at the bite of the settler's ax and daily and hourly the huge potash kettles converted them into the one source of actual cash that went into the pioneer's pocket. It took 200 bushels of ashes from the fallen trees to make 100 pounds of potash—known as "black salts." In 1804 field ashes sold from five to nine cents a bushel, and a ton of potash would sell at from one hundred and twenty-five to two hundred and twenty-five dollars.

With the clearing of the land and agriculture as we know it beginning, the potash kettles ceased to burn, and the agriculturist began to come into his own. He had now a cabin of sorts, a patch of virgin land in a rich and well-watered country. The climate, though rough in winter, made up for it through spring, summer and fall. Game was abundant, garden patches flourished. He need not be afraid of either freezing or starving. It was a hard but good life. Little by little his brawny arm carved cropland from wilderness, his herds multiplied, until by the time the Town of Rush was established in 1818 its future as a flourishing farming community was assured.

Among those who at this early date were proud of their ever-widening acres were the Markhams. Colonel Markham had bought a farm in Bloomfield in 1788. On it he planted an acre of potatoes and raised enough to pay for the farm. Then he purchased in what was to be the Town of Rush the rich fields that make up the family homestead near the Avon line on the West Rush-Avon Road, the family home we know as "Elm Place." Mr. Markham also owned land in the area now known as Five Points, which remained in the family until fairly late. The land is now the property of Wilbur Schillinger of Kavanaugh Road. A great-great-grandson of Colonel William, Herbert Markham, resides on Works Road not far from the ancestral acres at Five Points.
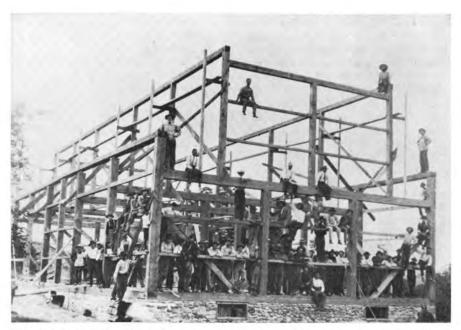
In 1801 Philip Price from Maryland bought one hundred acres north of the creek on what is now the Rush-Scottsville Road from James Wadsworth, at $4.50 per acre. This became the Price ancetral home, remaining in the family until a few years ago. Jacob Stull, his son-in-law, settled on the southeast corner of Mann's Corners. Fishells, Manns, and many others came to this locality as the years went on.

In 1808 Peter Myers bought what is now the home of James Reeves, 2608 Rush-Mendon Road, acquiring six hundred acres for from $1.25 to $2.25 per acre.
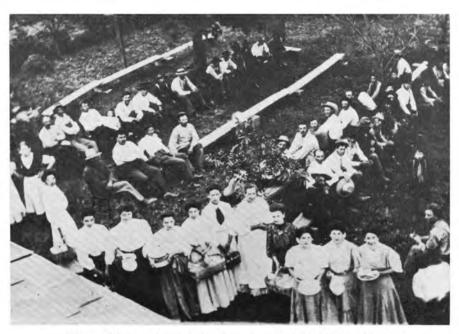
Jacob Martin bought land on Route 15A, north of the Monica B. Leary School in 1809.

By 1870 there were a total of 219 farms in Rush. In 1959 there were eighty-four farms with a total acreage in crops of 13,524, and so it went until 1962, when the following shows the new Rush evolving: Number of acres, 18,825.67; Full value of land, $1,065,247; Number of properties, 773; Taxpayers, about 700; Parcels of land containing ten acres or more, about 215.

With the turn of the century and for years following, Rush stood high as a purely agricultural town. Many acres knew the plow in the spring and the

Men help Mike Shearing with barn raising back in the days when "Work Bees" were in vogue. Farm now owned by Henry Krenzer, Jr., 7272 West Henrietta Road

Wives of barn raisers on hand to cheer and feed the workers

harvester in late summer and fall. Long lines of wagons stood from the Lehigh Station at Rush hamlet almost to the main road in front of the stores waiting to unload into the box cars on the siding their loads of cabbage and potatoes and over in the country side in season came the thresher puffing and poking along the roads to the barns where the season's crops of grain waited to be parted from their stalks.

In spring the seed had been planted on thousands of acres, in summer at ripening time it had been cut by cradle or scythe and later by the reaper, followed by that climax of labor-saving contraptions, the self-binder. Now all that remained before the crop was turned into cash was the inevitable threshing of the grain.

"Tomorrow, the thresher will come," the man of the house would say, and the women folk set to work. The threshers and the neighbors that turned in to help worked hard and ate mightily and food was devoured with gusto. All day long the moan of the separator filled the drowsy air, and at night the "men that looked after the rig" were weary, but satisfied that they had done a good job. Their stay of course depended on the amount of grain to be threshed but in time it was done and safely stored away into the bins in the barn to "await higher prices" or occasionally to be drawn away at once.

The time came when less grain was raised and more beans and potatoes and cabbage. Storage problems again arose, if the "crop was to be kept over winter" awaiting a rise in prices. There was much uncertainty which was the more profitable way—to store or to "draw from the fields" to the cars. This year's decision might mean a thin pocketbook, but there was always the hope that "Next year would make up for it." Thus most of the land in Rush was covered with field crops. Then gradually dairying assumed importance and the fields and meadows were dotted with Jerseys and Holsteins and the milk cans stood by the tracks to be loaded on the trains for their trip to the city, or were piled into a wagon to "go to the creamery" newly opened at Honeoye Falls.

Now the large milking herds are practicallly gone with "beef cattle" taking their place in some cases.

Farming today is an active occupation in nearly all parts of Rush, with 62% of the land in the town devoted to agricultural use, almost 12,200 acres. In 1959 the Census of Agriculture reported 13,524 acres in use and 15,756 in 1950.

Of the 13,524 acres in farms in 1959, 7,304 acres were recorded as the amount of cropland harvested.

In 1959 the town had 84 farms; in 1954, 94, and in 1950, 139 farms.

The average size farm in the 1959 census was 161 acres, with the 1950 size, 139 acres.

NOTES ABOUT FARMING

1786—The Markhams, Peter and George Martin, Ira Greene and others were breeders and growers of fine sheep. Earmarks to identify stock were issued to the following in the section to become Rush: John Ganson, William Markham, John Barnes and Ransom Smith. The Markhams are especially noted for their fine stock even to this day although the sheep have been replaced by choice Black Angus. The Martins, Peter and George, also had choice animals.

1796—Stock earmarks issued to John Ganson, William Markham, John Barnes and Ransom Smith.

1799—Oxen brought $70.00 per yoke. A cow, 15 dollars.

1801—Wheat brought 75 cents per bushel.

1801—Sheep, two to four dollars per head. Cows, $16-25.

1802—When the Price home was being built (a fine log cabin on the east side of the road) Susannah Price, the mother, unbeknown to her family, sowed some lettuce seed brought from Maryland. At the first meal in the new home, she served wilted lettuce, a surprise recounted by her descendants. Also, Susannah brought seed from a favorite pear tree. From this grew a tree which survived for long years.

1804—A wagon load of wheat (100 bushels) was brought by ox cart from Bloomfield to Albany taking 20 days there and back (230 miles). It brought $2.15½ per bushel.

1806—Rebecca Jeffords (Price) came with her family to Rush in 1806. She said that they missed the fruit, peaches being mentioned especially as a rarity. The "earth was fertile and melons took the place of other fruit."

1809—Around this time John Martin, son of Jacob, first settler on Martin Homestead, went to Maryland to visit relatives. On returning he brought some apple grafts tied to his saddle. From these grew the first grafted apple orchard in the Town of Rush.

1809—Peter Myers' orchard ran from the Mendon-Rush Town Line Road westward almost to his house. The story is that to prevent the birds from pecking the fruit, Mr. Myers put sods in the crotches of the trees.

1809—Judge Price once paid ten bushels of corn for having a horse shod.

1854-1855—Rush said to have produced more than 70,000 pounds of butter.

1860—At the Hallock farm east of Rush village, some sixty or more huge hogs were dressed for market in winter. The neighbors turned in and helped to draw the pork to market in Rochester. After unloading, a big dinner was enjoyed by all. It was considered a gala occasion.

1864—41,863 bushels of wheat harvested; 27,985 bushels of oats.

1864—There were in town 679 milch cows, 731 horses two years old and and older and 8,624 sheep shorn.

1865—Favorite kinds of apples: Seek-No-Further, Russet, Talman Sweets, Honey Sweets, Cabbashaw, Short Stems, Sheepnose.

1865-1874—First potatoes grown in quantity said to have been raised by Thos. Collins back of the Markham red schoolhouse on West Rush-Avon Road.

1870—"Epizootic" (foot and mouth disease) killed many horses. Four out of every hundred used by the Rochester Railway Company were all that were able to work.

Note: I have heard my father tell that a number of men from Rush walked to Rochester to attend a meeting because the town horses were sick.

1882—Charles Hayes had twelve acres of pickles frosted.

The following notes come from the Honeoye Falls Times:

1882—Peter and George Martin sent a car load of fine wool sheep to Michigan. Value $3,700.

1883—Charles Hayes sold six hundred quarts of strawberries at 18¢ per quart and the following week sold 750 quarts for eight cents a quart.

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1883—Ira Green harvested 426 bushels of potatoes in a nine-hour day, four men digging by hand.

1883—Rush was noted as harvesting the earliest wheat in Monroe County. Binders were claimed to be a "success" and the idea was that more wheat would be grown in consequence. The "Easterly," John Behnk, agent, was preferred in a trial on the farm of Thomas Ward.

1885—H. Cole exhibited in his store a beet weighing fifteen pounds and nine ounces.

1885—Dr. Horst, a physician in Rush, propagated a new variety of wheat.

1885—Farmers suffered great loss of bean crop—"almost a total failure," "pods lying on ground, beans sprouted."

1885—August—Wheat crop nearly secured. "Already the thresher whistles are heard from all directions."

1888—Horses sold at Woods' Hotel, Rush, for $100 each.

1888—Ira Greene fattening one thousand (1,000) sheep.

1888—Average yield of wheat 16.4 bushels per acre; Oats, 47.8; Corn, 45.2.

1889—Sheep Breeder Peter Martin on the present Hoh farm on East Henrietta Road had a flock of sheep valued at $2,500. The Markhams noted for high bred stock.

1889—In the Town of Rush there were 16,669 acres under cultivation and the value of all farm products was set at $250,000.00.

1889—"Snowflake" potatoes bring fifty cents per bushel, others, 35 cents.

1889—Kinds of beans grown: Schofield (marrow), Pea, Whiteboro Medium. That year the frost took beans, tomatoes, potatoes, corn and small vegetables soon after planting in May.

1889—Dr. Sherman runs a home greenhouse.

Around the late 1890's, beans were "picked over" by hand for 25¢ per bag. It took a family an evening to pick over a bag.

1890—A rainy May. "Potatoes and Beans—the farmer's only salvation."

1890—Merino sheep consigned to an Australian breeder by Peter Martin and William G. Markham were washed overboard in a storm on the Bay of Biscay.

1893—William Mead on Rush-Mendon Road supplied Rush and Honeoye Falls with vegetables and berries for many years, travelling back and forth with his small open buggy and little bay horse. "People stopping . . . in the little village of Rush would do well to visit the grounds of William Mead . . . He has several acres devoted to the culture of small fruits . . . all the leading varieties of black caps, also Cuthbert, Shaffer, Golden Queen, dew beries . . . and several choice varieties of blackberries. He has, also, a nice vineyard, containing the leading varieties of grapes . . . He finds a ready home market for his berries, there being so great a demand for them that he is scarcely able to fill his orders."

1895—Rush is in front rank in this section as a "potato-growing town."

1896—Potatoes worth 5 cents per bushel.

1897—It is believed that it will require three thousand cars to "move the cabbage crop." Rush and West Rush shipping points. Cabbage bringing $4.00 per ton.

1899—Charles Hayes has a commercial greenhouse plant, raising spring plants, lettuce, and also several acres of cucumbers (pickles).

Station at Industry

Station at Rush, now gone

Trainwreck 1892

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1912—Probably the last yoke of oxen in the Town of Rush were those at the State School at Industry. At one of the parades in connection with the Flower Show put on around 1912, these animals drew a float.

1913—A Holstein cow was sold at auction for $117.50. According to A. W. Lawrence, auctioneer, it was the highest priced cow ever sold in this village.

1933-34—Hard winter kills many apple trees. The apple orchard acreage of 264 acres was reduced to 179 acres by the intense cold.

1938—Farm land 18,363 acres, 207 farms, 143 owners. Woodland pasture, 2,116 acres. Twenty-five dairy herds (540 head) produce 3,255 quarts per day. There are 154 herds of cattle including dairy herds in town.

1944—August. Grain averaging thirty-five to forty-five bushels per acre.

1951—Cabbage $90 to $100 per ton; potatoes $2.10 per bushel.

1953 (November)—Fred Morey drove a team and bob sleigh through town. Some "old timers" claim that it is more than fifteen years since such a thing has been seen.

Mobility . . .

From the toddler to the end of his time on earth man seems to want to be "on the go." Too often the goal may be as vague as that of the small boy wandering down the village street. "Hello, Johnnie," said a friend, "Where are you going?" Johnnie stared blankly a minute and drawled: "I don't know but I've got till five o'clock to get there."

It is doubtful if such indecision plagued the settler. With a new country to bring under his rule, his plans had to be well formed and carried out with consistency and spirit. His early mode of locomotion was naturally his two feet aided in age and weariness by a staff, treasured in some households as "grandfather's cane," then the skiff on the river and the two-wheeled cart on the barely passable forest trail. In time the canal boat, the-coach and-four, the "iron horse," the horseless carriage, and the final wonder, the plane. All this in the span of litle more than a century and a half.

Little more than one hundred and sixty years ago Jacob Martin walked from Rush to the site of the present City of Rochester, flashing trees as he went that he might be able to find his way home. Only one hundred and thirty years ago the following appeared in the "Honeoye Standard":

ACCOMMODATION LINE
Lima, Honeoye Falls, Rochester
. . . . on the 23rd inst., The subscriber will commence running a Daily Stage between above named places as follows:
Leave Honeoye Falls at 8 o'clock, A.M., and arrive at Rochester at 11 o'clock, A.M., passing thro' Rush and Henrietta.
. . . .
By strict attention to business he hopes to merit public patronage.
WHEELER MERICK
Honeoye Falls, April 18, 1838

A stage coach started at Geneseo, changed horses at the White Horse Tavern at East Avon, changed again at Mann's Corners (intersection of 15 and 251), went to Rochester and on return made the same changes.

In spite of all these "conveniences" the good old standby, walking, frequently came in handy. When James M. Babcock ran a store in Rush hamlet he went often to New York to buy supplies, taking a stage to Albany from Rochester and a packet boat down the Hudson to New York. One time on his way back to Rush from Rochester, as he neared Ceder Swamp at dusk he fancied a man was following him. He stopped, cut a club and proceeded homeward unchallenged.

Coaches also ran from Rochester to Dansville, changing horses at West Rush.

As the coach and saddle horse gave way to the powerful iron horse, a minor complication arose. By 1847 ladies' attire caused the Livingston County "Whig" to record that "at several railroad meetings, it had been determined to raise the fare for every lady wearing more than twenty petticoats."

In 1852 work was begun on the Rochester and Genesee Valley Railroad. In two years it was opened to Avon, a distance of eighteen and one-fourth miles. Later it was extended to Mount Morris and leased for ninety-nine years to the Erie Railroad Company.

The Scottsville Station burned in 1899. Mr. Pixley was the station agent there for many years. For a time the station was known as "Pixley" and later became "Industry." For many years Rush people would go there to take the train for Rochester. When William Hallock was in school in the city, he would come home by way of the Erie to "Scottsville Station" and return Sunday night in order to be at class in time the next day. On the trip down, he was privileged to ride in the cab with the engineer.

In 1907 the Erie began to run a trolley from Rochester to Mount Morris.

The Canandaigua and Batavia Branch of the New York Central, known affectionately at the "Peanut," was opened in 1853. The first passenger train, an excursion, passed over it on July 28th. At Golah, then called Rush Junction, was a covered, wooden railroad bridge over the Genesee. There was constant danger of fire. In 1931 the station at Golah was closed, a shelter maintained for passengers alighting there and a siding for carload shipment of freight. The New York Central depot at West Rush was closed in 1938 and the "Peanut" was discontinued from Caledonia to Holcomb the next year. For years the "Peanut" maintained a flag station at the foot of the hill on Stonybrook Road.

In the Honeoye Falls Times of February 1885 is a description of what might happen, although fortunately infrequently at such a stop. "Last Monday afternoon during the storm, J. S. Congdon of Rush drove over to the Flag Station with Rev. L. T. Foote to take the train which arrives at that point about 5 P.M. Mr. Congdon flagged the train as usual, but no attention was paid to the signal. The train stopped, however, a quarter of a mile below and left a woman with a child out in the snow, to get her way back as best she could. All efforts on her part to induce the train to back up and leave her at the station failed. This is not a common occurrence but why it should occur in a storm like the one of last Monday, when the company would be liable for damages, is something of a mystery. The lady in question was assisted by the neighbors to a place of safety. If the trains are not obliged to stop only as they please, the public should know it."

For many years the older pupils from West Rush went by way of the "Peanut" to the Honeoye Falls School. The trains ran most conveniently, getting the students there in plenty of time in the morning and picking them up shortly after school was dismissed at night.

GENEVA AND BUFFALO BRANCH (MAIN LINE)
OF THE LEHIGH VALLEY RAILROAD

In the early part of 1886, the idea of a railroad going through the middle of the Town of Rush raised high hopes in the minds of its citizens, and shortly thereafter it was rumored that the right of way was being bought up east of the town. Three years later the land agent was actually here buying options. A year later the Buffalo and Geneva Railroad Company was paying for the right of way west of the Genesee and the following year in May 1890 fifty teams arrived from Buffalo and work on the railroad here commenced. The four years of waiting were over. There was a demand for teams and men, for houses to rent to workers and business perked up with unusual alacrity.

The quiet little hamlet of Rush in the hitherto quiet little town was thoroughly alive. Ground was broken on H. A. Sherman's farm, on Peter Martin's at West Rush and Isaac Cox's on Fishell Road. On the "Davis" farm just west of Rush hamlet (Clarence Krenzer—1968), several springs were found, a situation found in many places which somewhat impeded the work. West of the River Road between North and West Rush was the "Big Cut." People came for miles to view the "forest of derricks," tool houses, shanties ,and the huge steam shovel gnawing at the recently peaceful hills.

In April 1892, work on the depot at Rush hamlet began with a Rush carpenter, William Roudenbush, in charge. Directly back of the schoolhouse(now owned by Laminar Products, who rent space to the Rush Post Office), the depot was 22x56 feet with a platform around it, the first depot to be built on the new line of the Lehigh. Later it was adorned by a bed of geraniums. Trains now tore along making rapid time, sometimes eighty miles per hour. An excursion train bearing a large number of G.A.R. delegates went through on their way to the Grand Army encampment at Washington. Mr. Range was the station agent, and on a Sunday night in August 1893 thirty-six tickets from Rush to Rochester Junction were sold. Rush felt in touch with the world!

But all had not gone smoothly. On Sunday night, September 8th, 1892, when the road bed had hardly time to settle a freight train slid down the embankment into the creek. Fourteen cars piled up in the water and Mr. Wilson the engineer was killed. But pride in the railroad, though subdued by the tragedy, was immense. The convenience of stepping aboard almost at one's door when for years it had been necesary to go four to six miles to "take a train" or endure the discomforts of a flag station, was deeply appreciated. Rush could now live up to its name.

Stockyards were built in 1893. In course of time there were as usual some complaints. Connections to Honeoye Falls were not considered good. One had to leave Rush at 9:27 A.M. and return at 11:16 A.M., having scarcely time enough to transact any business. Moreover, the shrieking and tooting of the switching engines were somewhat disconcerting to a few not yet atuned to modernity. But by and large, the railroad was good, very good.

While the Big Line was being built, the branch line from Rochester to Honeoye Falls and southward was under construction. In 1889 the Rochester and Honeoye Valley Railroad made a survey through Rush. Held up by the need to clear up land titles, it was not until July 1891 that the work was really booming. When at last the branch was completed, it was a great convenience to our townspeople. Good connections were made with main line trains at Rochester Junction

and a "trip to the city" lost all its length of time and tedium. No longer must Dobbin clump his way through the mud for two long hours. The "Iron Horse" was a miracle of speed and comfort.

So for sixteen years, the railroad reigned as "Queen of Transportation." Pleased and satisfied, it seemed that for "getting from here to yonder" comfortably and speedily, there was little more for which to ask. How little we realized that at our doorstep stood that which would prove both a bane and a blessing.

THE BICYCLE

Contemporary with the railroad had come the bicycle craze. In fact, long before, the "high wheel" had had its advocates and had lent a thrill to many a fair and meet. But ladies and small children had no place on its lofty eminence, and much as the thrill might have appealed to them, they were forced to wait until in the nineties a low, safety machine was invented and sold at a price that nearly all could afford. Now like the stars in the milky way they seemed to float over the country roads. They rode them for pleasure, they rode them to work, they even rode them to the pasture to "get the cows." They checked them on the trains and then rode them from the city station to Charlotte on a Sunday outing, and of course they rode them to school. They still do. It is a perennial, never dying craze, which long ago lost its status as a "craze" and became almost as much a part of life as one's two feet.

The Honeoye Falls Times of May 1895 reported: "The Town of Rush sports no less than thirty wheels . . . and still they keep coming, notwithstanding our rough roads and bad hills. Some of the boys are getting to be good riders and we have some that are experts, making the worst hills with ease and taking trips of forty or fifty miles a day. All we need is a still lower price on wheels and then the poor can ride as well as the rich. The ladies haven't taken up the craze yet but still they envy the boys and it won't be long before they will be with them on lovely moonlight rides."

The above sounds idyllic but no one then could have foreseen the peaceful quiet shattered as it was soon to be by the blasts from the great grandson of the innocuous bicycle, that shatterer of nerves, the motorcycle. Thus we lose as we gain.

THE AUTOMOBILE

The year was 1908, when according to the Honeoye Falls Times, that village and its vicinity had fourteen owners of automobiles. How many of these belonged to Rush citizens there is probably no way of knowing. However, in May of 1911 we find that "the four autos of West Rush were all out yesterday."

A new law went into effect August first 1910 that automobiles of twenty-five horse power should be taxed $5.00; between 25 and 35 horsepower $10.00; in the next bracket 35 to 50 horsepower $15.00, and all others $25.00 except commercial vehicles that should be taxed $5.00. A speed of thirty miles per hour was set for the country. This seemed to us a fine rate of speed. At that time the Rush miller, Roscoe Tomkinson, was one of the few car owners. In 1913, our Rush mail carrier, Laverne Dewitt, had a "mighty machine," to deliver the mail, covering his route in three hours. This was mentioned as "some service!"

By February 1914, the latest count of automobile owners in Rush was nineteen.

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The following rules for the road applying locally and elsewhere came from the Honeoye Falls Times of July 1909: "Turn to the right in passing a vehicle going in the opposite direction. Turn to the left in passing a vehicle going in the same direction you are going. And be sure and give half the road. The motor vehicle law in substance provides what shall be done by both drivers of motor vehicles and of vehicles drawn by horses, and violations of these rules are not by any means confined to automobilists. While there is on the part of some drivers of automobiles criminal recklessness of road rules and speed limitations, the owners of many horse-drawn vehicles as ignorantly and maliciously disregard road rules and refuse to give half the road to motor vehicles to pass. A road hog is equally unlovely, whether driving a benzine buggy or a horse."

Learning to drive in those days was often a harrowing experience. One Rush man is said to have forgotten how to stop the machine and so drove round and round the park until the gas ran out. Tires had a most undependable way of going flat when least expected, one Rush party having four flats in a forty-mile run. At dusk when the lights front, side, and back, had to be lighted, getting out and applying a match put the driver in jeopardy. His passengers, if a bleak wind blew, sat and shivered behind the flapping side curtains. But having never known the comforts of the modern car, the autodriver and passengers took such minor inconveniences in their stride and rejoiced in the possession of a car, although often a second or even third-hand one. What, compared with a buggy, seemed a real investment in the first quarter of the new century, would be held in little esteem today, compared to the sleek and powerful automobiles that all but a few possess.

TROLLEY TALK

In 1905 there was some talk of a trolley belt line. It would start from the South Avenue line, run to East Henrietta, then west to West Henrietta, cross the river to Scottsville, thence to Mount Morris by way of Caledonia and LeRoy, back to Avon and, following the east side of the river to West Rush, Rush and Henrietta, making the loop. It would have three power stations and would be about one hundred miles long. It was a dream that never materialized.

At various times bus lines have gone through Rush: The White Rapid Transit Corporation of Lima, the Rochester and Penfield Bus Company, Valley Bus Lines, and Greyhound Lines.

It is, indeed, a remote cry from that day nearly two hundred years ago when William and John Markham pulled their overladen boat to safety where the river washed the shore of what became the Town of Rush and more remote from the time when the first Seneca dipped his paddle in the river at Golah.

Mail Service . . .

Hark! A mere breath of sound as Indian feet passed lightly over the narrow trail between Albany and the nearly non-existent Buffalo. It was Tommy Infant, fleetfoot of the Senecas, who homed at Canawaugus on the west side of the "Beautiful River," bringing the mail to the settlers. Five days running time it took him, not counting the stop at the Markhams for rest and refreshment. That was probably in the years between 1793 and 1804 when the wilderness lay thick between the Genesee and the cluster of homes that made up Canandaigua.

By 1811 or '12 there was still no postoffice or mail route between Avon and Lake Ontario. By a postrider Peter Price of Rush obtained his first lawbook, but the best and most frequent way was to send a letter by a friend.

At best, mail service was very slow. As late as 1826 or thereabout, Jacob Stull of Rush wrote to friends in Maryland on the fifth of October, paid postage of fifty cents, and was later informed that the letter reached its destination on the last day of December.

Post offices were established at East Rush in 1819, North Rush in 1858 (discontinued 1915), West Rush in 1830 and Industry, September 19, 1906.

Rush was made a presidential class post office July 1, 1941, and the Industry Post Office July 1, 1943. Rush is a second class post office. West Rush was and is a fourth class post office. North Rush was fourth class while in operation.

Today most of the residents of the Town of Rush receive their mail "on the route" by the rural carrier with some having boxes at the Rush and West Rush postoffices. The staff of the State Agricultural and Industrial School picks up its mail at the Industry Postoffice in the Administration Building with delivery made at the cottages for the boys.

Two rural mail routes were established November 1, 1902, to serve Rush and West Rush. The latter route was discontinued November 15, 1917.

The Rush Route No. 1, serving most of Rush and a small section of Henrietta, is classified as a 43-hour heavy duty route. When set up in 1902 it had a 22¾ mile route. A small section of Rush is served by the Honeoye Falls Post Office.

Weather played an important role in the delivery of the mail. A horse and wagon provided the transportation with a cutter or sleigh in winter. A major winter problem in the earlier days of rural carrier service was the uncleared roads.

Notes about mail service from the Honeoye Falls Times:

March 1885—The contract for carrying the mail from Rush to Rochester was let for $338.00 to Party in Conn. They relet it to a Rush party for $450.00 "probably as low as it can be carried for a profit."

July 1885—Jay Longfellow carries mail from Rush and Henrietta to Rochester. Horace Green had carried it for four years.

Feb. 1889—John Price was awarded contract for four years at $245 per year.

Apr. 1889—N. S. Sherman appointed postmaster.

May 1890—"John Price mail coach has come out in a new dress of paint and looks handsome."

Nov. 1890—John Price sells mail route to Chas. H. Longfellow.

May 1892—Postoffice to be changed to money order office.

Feb. 1893—N. S. Sherman resigns as postmaster. Maurice Kinsey takes over and the office is moved to the Samuel Kinsey store.

Apr. 1893—S. H. Kinsey appointed acting postmaster. Rush office made a money order office.

June 1893—U. S. Mail leaves on Lehigh at 10:36 A.M. and arrives 6:02 P.M.

Dec. 1895—Rush has four mails daily. Leave: 9:40 A.M. and 5:40 P.M. Arrive 9:15 A.M. and 4:11 P.M.

Aug. 1898—Assistant postmistress—Miss Mattie Morrison.

Aug. 1900—"It is said that Rush is to have a rural delivery soon."

Oct. 1902—Fourteen new rural routes to be started in Monroe County Nov. 1. Rush and West Rush will each have a route.

Feb. 1907—From the Honeoye Falls Times: "The Postoffice Department has been doing a little experimenting . . . with light four-horse power auto buckboards for rural delivery over some rough country in Virginia. The test has been very satisfactory. We read that it has been tried in Genesee Co. . . . We believe that the time will come when most of our rural delivery carriers will own autos."

Apr. 1912—John Maloney, West Rush carrier, crosses swollen creek in boat with mail. Has not missed a trip this winter.

Feb. 1913—A noticeable increase in rural delivery packages felt by carriers.

June 1913—Verne Dewitt covers his route in three hours. Considered "some service."

Nov. 1917—Rural route discontinued from West Rush. The village to be served from Honeoye Falls and Rush.

Aug. 1922—U. S. Civil Service Examination to be held in Rochester to fill possible vacancy at the Rush Fourth Class Postoffice. Compensation for last year—$687.00.

Dec. 1931—Mrs. Eva A. Britton succeeds N. S. Sherman as postmaster.

1910—About this time Number Six received its mail from East Avon. It was left at Harvey Bigelow's wood working shop.

1955—The postoffice was moved from the Red and White store of Donnell Wood to the north end of the Aden Chaffer house (1965).

Early Organizations . . .

Many organizations have existed in Rush at some time during the town's one hundred and fifty years. Moreover, since we were once a part of Avon, or Hartford, as it was called at the time of settlement, we may in a measure claim a part of the honor of having a "book society" in 1809, William Markham, whom we consider our first settler, being a trustee of the first library opened there in 1805.

Of "book societies" at that time, a visitor to the Genesee country remarked that he "doubted much whether taste or morals be much improved by the general style of reading in most parts of the back country that I have seen. I believe, however, that book societies . . . will have a tendency to counteract the depraved taste which has crept in . . ." (Thomas Cooper, "A Ride to Niagara in 1809.")

The first "get-together" of the pioneers of Rush was held in 1811 at Helmes Tavern, believed to have been at what is now Mann's Corners. It was not a permanent organization—merely a gathering of lonely, hard-working settlers.

A "Thief-Detecting Society" was organized in Rush in 1837.

Rush Grange No. 158 was organized by L. A. Palmer in 1874. The last record of its activities was in 1883. No reason was given for its disbanding. The charter members were: Mr. and Mrs. Samuel Phelps, Ira Markham, Jr., Delia

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Markham, Anson Davis, Elisa Davis, Mr. and Mrs. Herman Daily, Andrew Lyday, C. F. Lyday, Frank G. Sherman, Lavina Sherman, James R. Green, Emma O. Green, Frank M. Stull, Catherine Stull, Mr. and Mrs. Snapp, Peter M. Martin, M. J. Martin, Mr. and Mrs. C. H. Hammond, Mr. and Mrs. George Martin, Joseph H. Sherman, F. E. Martin, Jas. A. Green, Lydia Martin, Ira W. Greene, Charles M. Greene, David Green, Gustavus Stull, Charles A. Martin, Leonora M. Green, David Martin, Walter and Anna White.

(Information was given by H. M. Stanley, Skaneateles, N. Y., in reply to request made by Ray A. Lonthair, Master of Henrietta Grange 817, 1950.)

A literary society was organized at the home of William Mead in 1833 on the Rush-Mendon Road.

The effort to organize a Good Templars' Lodge in 1884 failed for "lack of interest."

A "Literary Social" was held at the home of John Darron in 1885, everyone invited to attend and take part in the exercises. Also in that year Rush had a "Lyceum" (Literary Club).

A "Blue Ribbon" temperance club was organized in 1888 and a year later the Women's Christian Temperance Union of Rush was adding new members.

Rush had a cornet band in 1890 and the Rush singing class gave Jephtha's Daughter" in 1894.

A "Young People's Literary Society" was organized in 1895 with Dr. Haywood as president.

The "Rush Rod and Gun Club" held a shoot on Chapman's grounds (West Rush) in 1895. A medal won five times became the property of the winner . . . "Each man shot at twenty-five blue rocks. Joseph Mattern, A. D. Chapman, Charles Mattern, Fred Houck, Hugh Rourke, Jay Green participated."

A "Maccabee picnic" was held in Kinsey's orchard in 1899 and $250.00 realized. In 1901 the Maccabee Tent had increased to more than forty members. They made a very fine appearance in new uniforms, costing more than one hundred dollars.

In 1899 a "Chautauqua Circle" was organized with Rev. H. C. Milliman as president; Dr. A. J. Ames as vice-president; E. May Darrohn, secretary and treasurer. There were about twenty members at the start. A sample program was:

Book Review, Abraham Lincoln, Mrs. Milliman.

Reading, Birds, Miss Ida Clayman.

Expansion, Mrs. Volney Lyday.

Inner Life of Lincoln, Grad Diver.

Ice cream and cake were served and "test games" finished the evening's entertainment.

A brass band was formed in 1904 with Grad Diver leader.

In 1907 Rush had a Business Men's Association.

In 1907 Rush "Ingleside Club" was formed.

Early Amusements and Celebrations . . .

The amusements of the early days would seem tame indeed to the youth of today.

Mrs. Elisha Sibley, nee Charlotte Perry, daughter of Elnathan Perry, soldier of the Revolution, who came to Rush in 1806, recounted the pleasures the folks enjoyed at that time. How "Colonel Morgan and John Markham collected all the settlers and they never left him until the cabin was put up and finished, roof, floor and fireplace. We moved in and the settlers came for a housewarming. What a time they had! They played games, and one of them was great sport. John Markham would sing a song and at the end of each verse every gentleman would catch the lady nearest him and kiss her, and it was surprising to see how the girls constantly changed places . . . I recollect going to Colonel Markham's to a picking bee when I was about sixteen. The Colonel had a great flock of sheep and forty or fifty of the neighboring boys and girls went up to pick over the wool and have a good time."

A generation or so later, around 1898, amusement took the shape of card clubs and pedro parties with a supper of sandwiches, fried cakes and coffee, where according to Anna Lyday Goff, young children snoozed peacefully on the beds along with the ladies' wraps while their elders played by the light of kerosene lamps, which, she admits, were "a job to clean."

The church, being the center of life in the eighties and nineties, the amusements were of a rather subdued nature. There were "Pink Teas and Socials" with the dual purpose of sociability and adding to the pecuniary resources. A donation to the pastor drew a crowd, but had been known to fall somewhat below expectation. A story was abroad that at one such affair in the distant past the sole gift to the preacher was, as he told a friend, one old rooster; and the implication was that the fowl was tough.

A men's social was held in 1886 at the M. E. Church, under the auspices of the men of the church. Mr. M. R. Darrohn as manager secured the best local literary and musical talent . . . "No charge for admission . . . but refreshments will be served after the program has been rendered, and only ten cents is the required fee for a first-class supper."

By 1901 a light note was struck when the Epworth League held a millinery social at the home of Mrs. Charles Strong (Leslie Faugh House—1968), the men to trim the hats. A later note informed the public that one man's creation "would have made some milliners green with envy." It added that the pastor won the booby prize for the poorest trimmed hat.

In the eighties and for some time thereafter elocutionists were greatly admired, so when in 1885 Mr. Fred Losey of Conesus Center came to teach the village school, every one was expecting not only a successful school year but the added bonus of hearing a young man with a promising future as an entertainer. Their expectations came true. Mr. Losey and his wife, Marie Hale Losey, later ranked high in their profession in the early part of the twentieth century.

Birthdays, wedding anniversaries, golden wedding anniversaries were celebrated then as now, with appropriate late festivities.

In September 1883, Mrs. Rebecca Price, daughter of Nathan Jeffords, pioneer

settler, and widow of Judge Peter Price, attained the venerable age of ninety-two. The birthday was celebrated at the home of Thomas J. Jefferds, a relative. The following acrostic was composed by Mrs. Jeffords. Melancholy in tone it reveals the somewhat subdued outlook considered appropriate to the occasion.

> "Roll on ye wheels of Time. Bear me
> Even to the golden gate,
> Beyond this life I've naught to fear,
> Even wishing now not long to wait.
> Could I but meet those loved ones there,
> Know and be known by them again
> A heavenly boon 'twould be to die;
> Hear them once more repeat my name.
> Pleasures of life are naught to me,
> Rest and peace is my greatest aim.
> I'm tired of vain and frivolous things,
> Cares of this life, sorrow and pain.
> Everlasting life will be my future gain."

In 1885 Mr. and Mrs. Guy Markham, parents of William Markham of "Elm Place," observed their golden wedding. Relatives came from as far away as Kansas.

On the Fourth of July, 1889, the citizens of Rush celebrated their 100th anniversary of its settlement. The Honeoye Falls Times reported:

"The Centennial Celebration was the greatest event that ever transpired in town. At midnight of the third everything looked as though our town would be flooded with water but the clouds broke and soon the day was ushered in as fair as a bridal morn.

"About 8 A.M. people began to arrive . . . At 1 P.M. the Miller's Corner band struck up the national air and the people all gathered at the speaker's stand . . . erected in the grove adjoining the M. E. Church now 6081 East Henrietta Road, where the literary program was rendered. Rev. W. J. West offered prayer, . . . the band played again . . . The Declaration of Independence was read by William Jeffords and the biography of the Markham family by Geo. H. Harris of Rochester, was read by Charles C. Puffer . . . The history of Rush, compiled by George B. Horst, local physician, was read by him . . . Rev. W. J. West, the orator of the day, spoke. "It rang with sentiments of which Americans are justly proud and for which thousands . . . have laid down their lives to maintain."

"The remainder of the day was spent in sports and games, with fireworks in the evening. The crowd was estimated at 1,500.

"The following were officers of the day: President, Wm. G. Markham; Vice-Presidents, Byron A. Diver, Ira W. Green, James Hallock, Judge H. B. Hart, Hon. T. J. Jeffords, John B. Martin, Peter Martin, John B. Hamilton, George H. Houck, Edwin P. Clapp, M. M. Darrohn, Henry A. Sherman, S. H. Kinsey, F. F. Woodruff, S. P. Phelps, C. C. Puffer, Jacob Stull, George Price, Anson Davis, J. F. Sherman, M.C., B. F. Lockwood, M.C., Absolom Myers, Thomas Collins, Andrew Lyday, Joseph H. Sherman, Henry Fishell, Thomas Lyons, A. M. Goff, F. James Sherman, N. S. Sherman, Joseph Shellman, John Fagan, Cornish Case."

M. E. Church, Rush, N. Y.

The Rush United Methodist Church

Christian Church, North Rush, N. Y.

North Rush United Church of Christ; this church burned
in 1958, replaced with present church

45

The Churches . . .

BAPTIST CHURCH

In 1804 sixteen families of the Baptist faith came from Hartford, Connecticut to settle on the "square" between Rush and West Rush. Their pastor was Elder Squire Goff, "Squire" being his given name. He purchased 130 acres from Mr. Wadsworth and remained the leader of his people, known as the Baptist Colony, until moving to Lewiston in 1816. A group met at the schoolhouse in 1830 where the town sheds now stand to form the "Associated Baptist Society of Rush". Their plans called for a meeting house on the square. It is said that such a building stood in the vicinity of the junction of the West Rush and Stony Brook Roads.

Although only fifty-one members were listed, a subscription was circulated to build a church in Rush hamlet. Forty-two subscribed and 248 shares were sold at ten dollars per share. The building was erected about where Al-Don Chemicals, Inc., is today, formerly Rush Oil Co. It was used as a place of worship until around 1870.

Eventually the basement was used as living quarters, the upper part as a hall where elections were held. After the fire of 1892 destroyed the buildings on the west side of the street, including the Methodist Church, the former Baptist church was moved across the street. Raised, it became a store with a town hall on the second floor. It was owned by Samuel H. Kinsey, who with his son, Maurice, operated a general store there for many years. Others also operated a general store in the same building, including Don Wood, who managed a Red & White Store from 1937 for 19 years. In 1956, then owned by the Stephen Warren estate, it was purchased by Raymond Bock and remodeled into offices and apartments.

LUTHERAN

Noah Pratt deeded a plot of land on the West Henrietta Road (Route 15) in 1832 to Jacob Martin, Abraham Roudenbush, Peter Strawn, Henry Hart, Martin Keafer and Peter Price as trustees of the church they planned to build. The deed called for a small area forty-two by fifty-six feet on the west side of the road near the home of Mrs. Alton Salzer, 7331 West Henrietta Road. This church was built and used for some years. All evidence of the early structure is gone.

Evangelical Lutheran Reformed Church

The Evangelical Lutheran Reformed Church of Rush was formed in 1856 at a meeting at the Thomas schoolhouse (town sheds, 1968). A frame church was later built on the east side of the East Henrietta Road near Rush-Mendon Road at a cost of $1500. The membership was small.

At a public auction held February 22, the property was sold to Carl J. Behnk of Rush.

A weekly newspaper mentions in 1898 that revival meetings were held at the "German Church," the local name for the building which stood by the little cemetery adjacent to the property at 5886 East Henrietta Road.

In 1916 the building was moved a short distance and converted into a home.

Frank D. Sherman bought the house and converted it into a two-family home. He lived there with his wife until their deaths. It is now owned by M. L. Tillotson.

METHODISM

Stone Meeting House

The society at Mann's Corners was formed in 1831. The land for the church was given by Nathan and Nathaniel Greene by deed dated February 4, 1832. The "Stone Meeting House" was erected on this plot on the northeast corner and was used until 1867.

Methodist Episcopal Church, West Rush

A church was erected in 1896 costing about $1700. Without sufficient funds to pay a regular minister, the congregation was forced to rely on student preachers and pastors from other charges.

However, the life of the small society was destined to be short and in 1931 the building and land passed into possession of Lewis Mattern of Shortsville, who remodeled it into a home. The property was eventually sold to Gerald C. Harvey, who resides there with his family.

The Rush United Methodist Church

A society designated as "The First Methodist Church in the village of East Rush" was established with the following trustees: John B. Crosby, James S. Stull, Reynolds Harris, D. M. Smith, Abner Greene, John Galentine and Nathan Greene.

A lot was purchased and a church erected and dedicated during the pastorate of the Reverend John Mandeville. The church burned in 1850. Another was begun the following spring and was dedicated February 1852.

In 1877 the church was reported as having 100 members and 115 Sunday School pupils, eighteen teachers and a library of 400 books. At that time the church was valued at $5,500. In 1878 the church was remodeled at a cost of $2400. The stoves were replaced with a furnace.
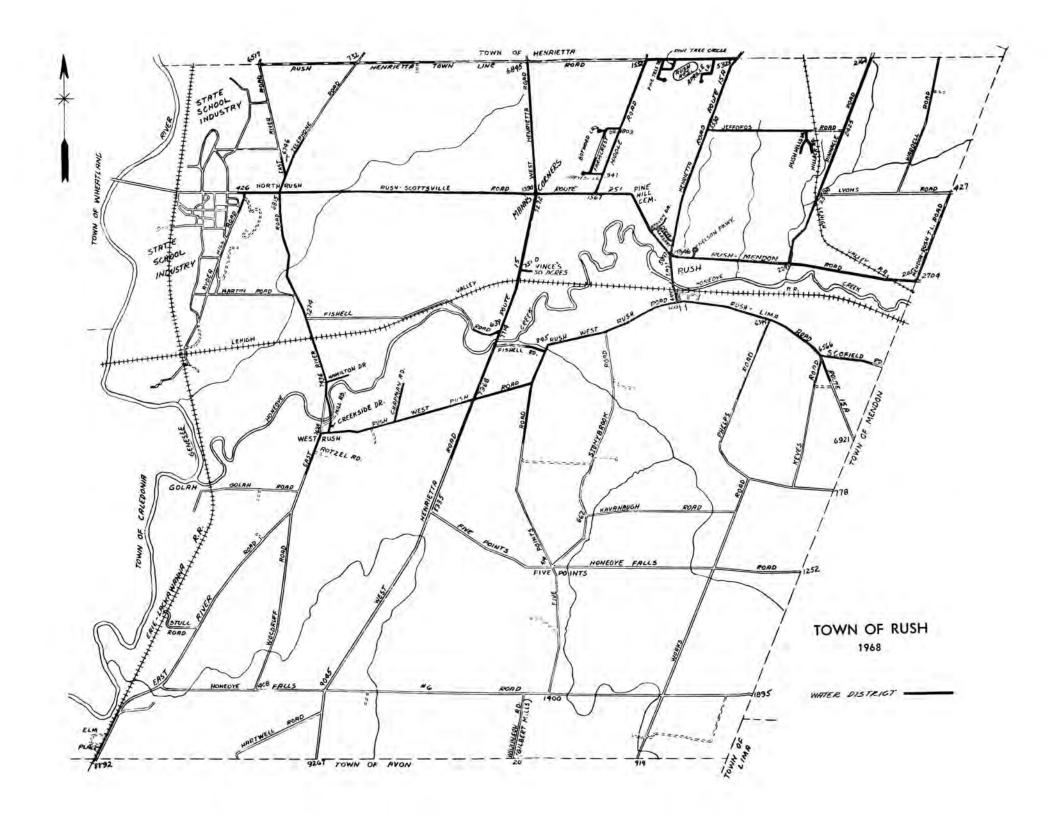
In 1889 a new parsonage and barn were built on the west half of the parsonage lot, costing $2700. Following the fire of 1892 which destroyed the church, services were held across the street in the old Baptist Church, about where Rush Oil and Supply, now Al-Don Chemicals, Inc., now is. The church had been where the Bock apartment and office building is today.

A new site was purchased opposite the parsonage on the Rush-Lima Road. Architects Fay and Dryer of Rochester began work on the plans. The contract was signed in March 1893 and ground broken in April. A house standing upon the site was moved to the rear and converted into a cottage for the sexton.

In 1893 the new church was dedicated. Bishop Mallelieu preached the sermon.

The church celebrated its centennial in 1930. In 1957 an addition to the church property was planned and between $40-50,000 subscribed. Ground was broken for the new educational building October 26, 1958. The building was consecrated in the fall of 1959. A major redecoration of the church took place in 1962.

The Rush Methodist Church has been alert to the ecumenical winds that are blowing in the last part of the twentieth century, according to the Reverend Everett Fitts. Exchange meetings of the women's groups of the St. Joseph Catholic Church and the Rush Methodist Church were held. Ecumenical meetings of

TOWN OF HENRIETTA

TOWN OF RUSH

1968

WATER DISTRICT ━━━━

TOWN OF WHEATLAND

TOWN OF CALEDONIA

TOWN OF AVON

TOWN OF LIMA

TOWN OF MENDON

STATE SCHOOL INDUSTRY

STATE SCHOOL INDUSTRY

NORTH RUSH

WEST RUSH

RUSH

FIVE POINTS

HONEOYE FALLS

PINE HILL CEM.

MARNS CORNERS

PINE TREE CIRCLE

RUSH ROAD
HENRIETTA TOWN LINE
HENRIETTA ROAD
RUSH-SCOTTSVILLE ROAD
RUSH-MENDON ROAD
RUSH-LIMA ROAD
MARTIN ROAD
FISHELL ROAD
LEHIGH
VALLEY CREEK
WEST RUSH ROAD
GOLAH ROAD
KAVANAUGH ROAD
HONEOYE FALLS ROAD
FIVE POINTS
HARTWELL ROAD
WILKINSON RD. (GILBERT MILLS)
HONEOYE FALLS ROAD
SCOFIELD RD.
LYONS ROAD
WOODELL ROAD
JEFFORDS ROAD
ROUTE 15A
HENRIETTA ROAD
ROUTE 251
VINCE'S 50 ACRES
HAMILTON DR.
MILL RD.
CREEKSIDE DR.
CARPMAN RD.
ROTZEL RD.
STULL ROAD
WOODRUFF ROAD
STONYBROOK
PHELPS ROAD
KEYES ROAD
VALLEY R.R.
GENESEE RIVER
HONEOYE CREEK
ERIE-LACKAWANNA R.R.
EAST RIVER
ELM

TOWN OF RUSH
1968

the local clergymen began and a new day in religious understanding was born. Experimental ministries featuring folk masses and use of other denominational spokesmen were carried out.

In April of 1968 the Methodist Church and the Evangelical United Brethren were united at the national level, thus forming the United Methodist Church. Hence, since April 22, 1968, the proper name of the Rush church is the Rush United Methodist Church. With an increasing membership resulting from the growth of the town, the Rush church looks forward to new areas of service to the community and her Lord.

The two lay groups are the Women's Society for Christian Service and the Methodist Men.

Clergymen of recent years of the Rush United Methodist Church: Edwin C. Holley, 1942-1947; Luther Ridgeway, 1947-1953; Lloyd Yost, 1953-1956; Edward C. Hannay, 1956-1960; Everett B. Fitts, 1960-1968, and Calvin DeGraw, 1968.

NORTH RUSH UNITED CHURCH OF CHRIST

The North Rush United Church of Christ had its beginning with divine worship in private homes under Elder Badger in 1816. In 1822 a log school house was built at Sibley's Corners (North Rush) and meetings held there. Here the first Sunday School in the town was organized by Mrs. Clark, Mary Sibley and Lydia Kingsbury. A little red schoolhouse succeeded the log one and in 1827 Elder Sibley held services there attended by settlers from Rush and Henrietta. A meeting December 9, 1834, was called for the purpose of making plans for a meeting house and incorporation. It was state incorporated 1834 as the First Christian Society of the Town of Rush. Land was purchased of H. Hadley at the fork of the road, now the East River and Telephone Roads.

The church was built in 1835, sheds built in 1843, and additional sheds in 1872. In June 1873 it was decided to build a new meeting house. In June 1874 this was dedicated. On September 4, 1878, the residence of William A. Sibley, former pastor 1829-1858, was bought for a parsonage. The first Christian Society of Rush became North Rush Christian Church in 1881.

In 1945 North Rush Christian Church merged with the Congregational denomination to become the North Rush Congregational Christian Church.

The 1874 church burned in February 1958; the present church dedicated in 1960. In 1962 the North Rush Congregational Christian Church merged with the United Church of Christ—which is a merger of Congregational Christian Churches and Evangelical and Reform Churches.

The present pastor is the Rev. Mr. Wayne Robinson, Ph. D.

Lay women's group is The Women's Fellowship. There is no men's group at this time. The affairs of the church are managed by an Official Board.

Ministers who have served since James A. Foss, pastor and friend of the community for 21 years left the church May 4, 1941, are Gordon Gilkey, Robert Hotaling, Allen McGaw, Paul Ashbrook, Charles Paille, Dr. William B. Tuthill, Bradley Allen, Helmut Reimer, Earl Sires (4 years), Laurence Graves (4 years), and Dr. Wayne Robinson.

ST. JOSEPH'S CATHOLIC CHURCH

Before 1862 Rush Roman Catholics traveled to Honeoye Falls where the first Mass there was celebrated in the home of Patrick Buggy.

Since some of the Catholics of Rush attended the Honeoye Falls Church, a site at Sibleyville, midway between the two villages, was considered for a church. When the idea met opposition, each village determined to build its own house of worship.

In 1863 three men, Thomas Lyons, Edward Rice and Thomas Behan, petetioned Bishop Timon of Buffalo for a priest. He replied by sending Father Joseph O'Donoghue of the Chili, Scottsville, Mumford parishes to look into the matter. This resulted in the purchase for $500 of a house on the present site of the church.

Plans for remodeling were put into immediate effect. All this meant sacrifice for the eighteen or so families in town, most of whom were farmers. Although the Civil War had drained off manpower, the church was completed by November 1864 and dedicated by Bishop Timon.

A new church was built in 1881 with major remodeling in 1903. The church was again redecorated in 1945-46 and in 1964 in preparation for the centennial observance September 20, 1964.

The church has been a mission of four churches: St. Mary's Church of the Assumption; St. Agnes, Avon; St. Paul of the Cross, Honeoye Falls, and since 1936 of Good Shepherd, Henrietta.

In 1957 plans were made for the construction of a church school on property owned by Good Shepherd parish for a school which would serve the Catholic children of both Henrietta and Rush. A joint financial drive was undertaken. The school opened September 1958.

Priests who have served Rush are Joseph V. O'Donoghue, John L. J. O'Keefe, Martin Hendrick, Charles L. M. Rimmels, Alfred J. Evans, James J. Leary, James Dougherty, Angelo Lugero, Martin Cluney, Victor Hurley, Raymond Lynd and George Vogt.

The two lay groups are The Rosary and Altar Society and The Holy Name Society.

Announcement was made June 14, 1968, that Rush would have a resident priest for the first time. Father Raymond Kenny was named. His first Mass is expected to be said in Rush on Sunday, June 30, 1968.

Cemeteries . . .

Rush has a number of cemeteries; two are in active use. These are both public cemeteries and both are on Rush-Scottsville Road. Pine Hill Cemetery Association was formed in 1863. A Revolutionary War soldier, Elnathan Perry, was buried in North Rush Cemetery in 1849. Of the six others, three are family plots.

Rush School No. 10, 1887

Rush School No. 10, built on same site as above picture, now
Laminar Products and U.S. Postoffice

Early Schools . . .

The first school in Rush was a log schoolhouse built between the Square and West Rush in 1804-1805. (The four-acre plot given to the settlers by Jeremiah Wadsworth and called the "Square" was situated near the junction of the present Stonybrook and West Rush Roads.) In 1806 a frame schoolhouse was built on the square with lumber from Norton's Mills, now the village of Honeoye Falls. The building served the small Baptist community as school and church. Dudley Miller and others taught there.

John Webster built the first frame schoolhouse in 1828 in the hamlet of Rush. The sign, "Independent Schoolhouse", which hung over the door was found in the attic. The school later was occupied as a dwelling for more than sixty years. It stood at 5946 East Henrietta Road and was torn down to make way for the IGA Foodliner on the corner of East Henrietta and Rush-Mendon Roads in 1966.

About 1840 the Markham little red schoolhouse served the children of the family and their neighbors. It still stands on the West Rush-Avon Road (East River Road) near the Livingston County line and, having reverted to the Markham family, it has been used as a tenant house by them.

DISTRICT SCHOOLS

There was no division into school districts until after the Town was formed in 1818. In 1835 there were twelve districts; in 1872, ten; and at the time of centralization, six.

District No. 1—North Rush (East River Road)

A log schoolhouse was built at North Rush in 1822. In 1830 a stone schoolhouse was built on the south side of Rush-Scottsville Road, a short distance west of the four corners at North Rush. The building was used until 1850.

A frame schoolhouse was built on the East River Road opposite the Christian Church, now the North Rush United Church of Christ. The land was given by Harry G. Hart, with the understanding that when no longer needed for school purposes the property should revert to the Hart heirs. The school closed in 1951. It was the last to send its pupils to the new Rush-Henrietta Central School which opened in 1952. The building was torn down.

District No. 2—Ward District (2611 Pinnacle Road)

A log schoolhouse erected about 1863 stood on a knoll back of the present building, now the Stevens-Connor American Legion Post home. The log building burned and a stone schoolhouse was erected nearer the highway. While the work was in progress classes were held for one winter in an upper room of the cobblestone house on Lyons Road, now the home of Dr. and Mrs. William Boger. In December of 1890 the residents of the district met at the schoolhouse to decide about moving the building off the line of the Rochester branch of the Lehigh Valley Railroad, then under construction. It was agreed to move the building some two hundred feet north. The land was purchased from Patrick and Bridget Moran, who had recently purchased it from the Wadsworths of Geneseo. The land was conveyed by deed, dated March 30, 1891, to John Fagan, sole trustee of the district (four sevenths of an acre for the consideration of $100). A frame one-room schoolhouse was erected in 1891. During alterations to the school in 1920 the district contracted with No. 10 in Rush hamlet for the education of its pupils.

The district made plans to close in 1943. In June of 1947 the school was sold to the Stevens Connor Legion Post.

District No. 3—"Mount Pleasant" (Rush-Henrietta Town Line Road)

The district was joint with Henrietta No. 3. The schoolhouse was on the south side of the road a short distance west of the Rush Reservoir. In 1823 George Lyday leased to Abraham Martin and others the land for the school with the provision that when no longer needed for school purposes it should be returned to the original tract. In 1876 the district decided to build a new schoolhouse on the site of the old. The plans called for a frame structure 26x32 feet, with a 10 by 12 foot wing. It was not to cost more than $850. The old school building was sold for $6.50 and moved to the home, owned for many years by Richard Fielder, and now the property of Jack King. In 1919 the district was consolidated with No. 10. The schoolhouse was sold to Charles Covert and moved to the property now owned by Carl Czadzeck at the Rush corner of the Middle Road and the Rush-Henrietta Town Line Road. It was part of a barn until torn down in 1956.

District No. 4—Mann's Corners (7301 West Henrietta Road)

Prior to 1816, Stephen Pratt taught school in a log house. In 1816 a frame building west of the corners on the Rush-Scottsville Road became the schoolhouse. The building was on the north side of the road on the farm now owned by Mr. and Mrs. Albert Fleig, once the property of Frank Mann.

In 1834 Dr. Socrates Smith of Rush deeded seven acres near the southwest corner of Mann's Corners to James S. Stull. A school was built on this land between the years 1839 and 1848. The building was first mentioned in a deed in the latter year.

In 1946 the school closed and its seven pupils were sent to No. 10. It has been used as a residence for some years.

District No. 5—Thomas District (Rush-West Rush Road)

This district (near the Town Sheds once known as the "Square") was also known as the Cunningham District.

In 1917 the school census showed twenty children in the district from 5 to 18 years of age. The teacher, Miss Irene Quinn, received $13 a week for 38 weeks. From October 15th to the 29th, the school was closed to permit the farmers to harvest potatoes. "Potato Vacations" were common in most of the district schools of the town. In 1919 the district was consolidated with No. 10. In 1921 the property was sold to the Town of Rush for $377.50. It is now the site of the Town garage and sheds. In fact the school is incorporated in the present building.

District No. 6 (Honeoye Falls-No. 6 Road)

Edward Arner built the schoolhouse in 1886. There must have been an earlier building for an old record book, going back to October 9, 1877, records a motion to add a strip one rod in width "to the west side of the school yard." The same book says that in 1879 it was agreed that the schoolhouse should not be used for "any shows whatever."

District No. 7—West Rush (7667 East River Road)

A schoolhouse was built in 1812 with part of one side of an oak tree. There was a stick chimney and the slab benches had no backs. One acre of land was

purchased from the heirs of James Wadsworth, October 23, 1849, at a cost of twenty-five dollars. A new schoolhouse was erected. It had double seats and was heated by a wood-stove for which each child was often required to provide half a cord of wood. In November of 1897 it was decided to build a new school-house, to cost "not more than" $1200. With a bid of $997, William Austin, a carpenter of Honeoye Falls, secured the contract. The new schoolhouse was built on the old site with the old building sold for $79.00.

In 1946 the district expressed a wish to join the new Rush-Henrietta Central School District. In June 1947 the West Rush schoolhouse and land were sold at public auction to Paul Streb of Mendon.

District No. 8—Bigelow District (North Avon and Oak Openings Road)

This district was joint with Avon No. 8. The shoolhouse was over the county line in the Town of Avon, Livingston County, on the corner of the Avon and Oak Openings Road, the latter known in the Town of Rush as the Works Road. According to Mrs. Marie Preston, the Livingston County Historian, there was once a small settlement at this corner, with a Baptist meeting place in the vicinity, a blacksmith shop and another shop. Children from the southeastern part of the Town of Rush attended.

District No. 9—Five Points (575 Five Points Road)

In 1864 a schoolhouse was built. In 1945 a contract was made with No. 10 for the transportation and instruction of the pupils in the district and the school was closed. The schoolhouse and lot were sold at public auction to Herbert Cruikshank for $1,650. Shortly thereafter he sold it to Lester Longbine, who converted it to a residence. It is still the home of Mrs. Longbine, now Mrs. Stanley Rutkowski.

District No. 10—Rush Hamlet (6144 Rush-Lima Road)

In 1840 a cobblestone schoolhouse was built. In 1845 the district was organized as a common school district. In 1884 a two-room schoolhouse was built. The carpenters were James Congdon and Leonard Goff, both of Rush. By 1890 the average attendance was forty-eight.

In April 1916 the building burned. The first commencement exercises (eighth grade) were held at the Methodist Church with seven graduates. The new brick schoolhouse was completed in 1917. In August 1919 No. 10 was designated a Union Free School District.

The first high school (second year) commencement exercises were held in the Methodist Church with one graduate. By 1927 the school building had become so crowded that the State Education Department, Albany, suggested building an annex. This was completed in time for the opening of school in September. The school was advanced to third year academic in January 1928.* In October of the same year, the Board of Regents gave the Rush school a rating of full high. The first bus for the transportation of pupils was purchased from James L. Wiles. It was put to use for the first time in October 8, carrying forty-eight pupils. In 1945 a second bus was purchased. About one o'clock on April 23, 1948, a fire broke out in the basement of the brick building. Repairs were begun at once.

With the completion of the central school building, the No. 10 school was considered not to be needed. Bids were opened for its purchase. The property was sold to Frank Daylor, Rochester. Later it was sold to Tower Drug and

Chemical Co., then to Roman Dreywood. It is now owned by Kenneth Rennison who operates a factory, Laminar Products. The Rush Postoffice is in the same building, 6144 Rush-Lima Road.

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* Students completed their high school work at Honeoye Falls, with some probably attending Lima Academy and the Rochester schools.

School Centralization . . .

RUSH-HENRIETTA CENTRAL SCHOOL DISTRICT

Centralization was discussed in 1935 and after much consideration by the districts involved a vote was taken at the Grange Hall in Henrietta. The proposition was defeated. Put to a vote again in November 1946 and at the Grange Hall, centralization was approved by a vote of 563 to 115. It went into effect July 1, 1947. The first annual meeting was held at the Henrietta High School.

When school opened grades eight to twelve were assigned to the East Henrietta School building and grades one through seven to the West Henrietta and Rush Schools.

The site for the original building in the Rush-Henrietta district was purchased February 22, 1949. Ground was broken May 3, 1950, for the one and one-half million dollar building. Benedict Ade was the architect and Friederich A. and Sons Co., the contractor. The building opened September 1952. Now there are eleven schools in the school district. The first principal of the district was George Yackel. John Parker became district principal in 1952. The original board members were William Gillette, Jasper Howlett, Eldred Koehler, Charles Roth and Raymond Bock. At that time there was a five-man board. In 1957 the voters approved a seven-man board.

Serving since that time were Myron White, William Thompson, Mrs. John (Ruth) Van Ostrand, Ralph Harding, Dr. Russell Green, and Robert Hynes.

Present members are John Young, Thomas Tuety, Robert M. McClelland, Randle Cartwright, Dr. Daniel Schuster, Frank Palmer, and Mrs. Robert (Carolyn) McWilliams. John Parker, Superintendent of Schools, concluded his long years of service to the school district July 1, 1968.

School Days . . .

REMINISCENCES OF MR. ALEXANDER J. GRAY

East Henrieta Road, Rush, N. Y.
December 2, 1955

"Still sits the school-house by the road,
A ragged beggar sunning; . . ."

It is in the yard of Mr. Fielder on the Middle Road, Town of Rush. It is a building once painted red and stands next to a garage.

How and when it originated I cannot tell. When in use it stood on the Town Line Road between Rush and Henrietta. The district was in the neighborhood

known as "Mt. Pleasant." The building was a few rods east of where the Middle Road and the Town Line Road intersect. It was a pleasant situation.

The schoolroom contained two rows of seats facing south. At the north end of the room was an iron stove, an old style. I guess wood chunks were the fuel. All this must have been in 1872.

Among others was a class of four tiny youngsters. The teacher was kind and at certain times of day she let the four of us out when we had the whole yard to ourselves. We generally huddled in a spot of the yard well to the south in the warm sunshine.

In the classroom were pupils of all ages and sizes. My first school book was Sander's Primer. I can recall some of the pictures. "Get up. Do not lie in bed all day. You can see the men mow." It was said to a youngster resting in bed on his elbow. Through a window of his bedroom, men were pictured with scythes mowing.

It occurs to me that you can trace the origin of that little red edifice where my schooling began. Old inhabitants, neighbors of this vicinity, would doubtless have had all such information. But in the long years back they have all passed away.

Many a time when passing the Fielder farm has this tiny red schoolhouse taken my attention. To walk up to it and peer through the cracks in the wall recalls the school days of my childhood.

Afterwards on what is now the Town Line Road on the same site where once stood the red schoolhouse arose another structure, larger and more convenient. When no longer used it was moved to the George Green farm, placed on the west side of the road, a short distance north of the Fielder farm. It is weatherbeaten and dilapidated, roof fallen in recently. On the north end of the ruin today, high up, can be seen "Rush District No. 3, 1876."

In this building, after my term in the red school, here again passed my school days in the district. In the room five rows of desks faced south. A big round iron stove burning coal gave heat sufficient. We had the three R's. Pupils of different ages, big and little. As time passed came along changes in teachers. Not much attention was given to class grading. Teacher's salary then compared to now was a mere pittance.

But there came a term when my schooling became intensely interesting. On the scene came a teacher of outstanding ability, Mary E. Gould, up from Rush village after a time in that district. Why could parents let such a master of the schoolroom depart? All her older pupils, boys and girls, followed her, entering our district. They came up by Rush stage, dropped off at a corner, walked along the road over the reservoir hill to our school building in Mt. Pleasant.

I recall the first morning under Miss Gould. School called to order, but as usual came our habitual noise and whispering. But it ceased instantly. A tall, dignified, shapely woman of well-cut features stood before us, eyes piercing, hair a shade red, face slightly freckled, but beautiful. Subdued, mystified, scared, we sat up at attention. Quickly and kindly her conquest relented. From now on, always, discipline was perfect. All of us soon were deeply interested. Difficulties in Arithmetic, English, etc., ceased, and attending school was a pleasure, delightful.

There was no compulsory education law in those days, yet no one in that school wanted to be absent.

At week end each of the little folks was given a small, paper covered picture book containing a trifling story, because each tiny pupil had been perfect in attendance.

For a half hour near the close of school on Friday she gave a talk on ancient history, the seven ancient wonders of the world, etc. It was all new to us and she put it in a fascinating way. By none of us was this talk ever missed.

She was especially fine in intellectual arithmetic, new to us, and gave prizes in spelling, which became exciting in lively competition.

What became of Miss Gould, when and where she went is a mystery . . .

My teaching of five years in No. 10, Rush, was pleasant. As always, everywhere, there were some gifted pupils . . . Teaching there I could live at home. Often when school closed a niece, Anne, with a little pony and cart, brought me back to the reservoir.

After Rush I went west over the hill to the Cunningham district (No. 5). In several ways the schoolroom was remodeled for me. We had a large attendance, all enjoyable. After two years there I accepted a call to teach in a Brooklyn public school. I taught in New York City twenty-two years before retirement.

State School At Industry . . .

THE STATE AGRICULTURAL AND INDUSTRIAL SCHOOL

The State Agricultural and Industrial School was first established as the Western House of Refuge when the New York State Assembly authorized an institution for juvenile delinquents May 8, 1848. New York thus became the first state to authorize a state-operated and state-supported institution for delinquents. The Governor, Silas Wright, appointed 15 members to the Board of Managers to administer the institution. The school was first at Rochester, later Edgerton Park. In 1886 the school became the State Industrial School.

In 1898 the Board of Managers recommended the purchase of 1,000 acres in the country to replace the original institution. The State purchased 1,452 acres of farm land in the Town of Rush, bordering the Genesee River.

The new school, completed in 1907, was based on decentralization and was served by 30 cottages. Changes in program were continuous. The population continued to grow and eventually remained around 700. During World War I the figure reached 900.

In 1927 the administration of the school, which had been under a Board of Managers, was transferred to the State Department of Charities, later the Department of Social Welfare. A Board of Visitors was named. Lee Wiles, Rush, was president at one time.

In 1930 a central school building was opened. Towards the end of the forties the population had dropped below 400.

Superintendents of the Institution: 1849-1868, Samuel S. Wood; 1868-1870, Elisha M. Carpenter; 1870-1888, Levi S. Fulton; 1888-1890, Irving Washington; 1890-1891, William W. Murray; 1891-1894, Vincent M. Masten; 1894-1912, Franklin H. Briggs; 1912-1916, David Bruce; 1916-1917, Maurice J. Carr (Acting); 1917-1928, Hobart H. Todd; 1928-1929, James G. Robertson (Acting); 1929-1934, Andrew G. Johnson; 1934-1938, James S. Owens; 1938-1940, Frank E. Morse (Acting); 1940-1950, Clinton W. Areson; 1950-, John B. Costello.

Two Early Lawyers . . .

The early town fathers had a deep respect for the law, and some of the leading ones bore the title of "Judge," having earned it with diligence and fairness.

Peter Price, son of Philip, was twice supervisor of the Town of Rush. The first time from 1821 to 1831, and the second time from 1841 through 1847.

His wife, Rebecca Jeffords Price, said of him, "My husband was the first lawyer in town. He served four years as justice of the peace. He was twice elected to the Assembly and was a member of the Constitutional Assembly in 1848."

While attending sessions of the Legislature he studied at the Albany Law School and was admitted to practice in the county court. In 1865 he was admitted to the bar of the supreme court of the State and in 1871 to practice in the United States Supreme Court for the northern district of New York. In the county convention he represented the Town of Rush for thirty-seven years.

He is said to have admired Henry Clay greatly but joined the Republican Party after the Whig Party disbanded.

Mr. Price built a large house on the northeast corner of Mann's Corners in 1811—now the home of Walter Nelson, 1426 Rush-Scottsville Road.

Mr. Price is well said to have been a "self-made man."

This obituary in the Honeoye Falls Times of September 1891 reads: "Thomas J. Jeffords, a well-known and respected resident of Rush, died at his home in that village on Monday, September 21st, in his 80th year.

"Mr. Jeffords was born in Rush, April 2nd, 1811. His parents came from Williamston, Mass., in 1803, and settled in this place. Thomas J. was the son of Joseph Jeffords and Susanna Morris Thomas, and was the seventh son of a family of twelve children, of whom two survive him, Mrs. Cynthia Martin of Rush and Mrs. John Clickner of Michigan.

"His early education was limited to the common school of his native town until the age of sixteen when he attended a select school in the village of Rochester and one term in the village of Mayville, Chautauqua County. He entered into the mercantile trade at North Rush, in which he continued for five years.

"He represented the town and district in which he lived in various positions from 1835 to 1888, serving four times as Justice of the Peace.

"He represented the Town of Rush in the Board of Supervisors for fifteen years, nine of which he was continuously returned, and ten years he was honored as Chairman of the Board.

"In 1860 he was elected to the Legislature from the First District of Monroe County, and was appointed chairman of the committee on Public Lands and Indian Affairs, serving with marked ability. During the session of the Legislature he attended the Albany Law School and at the close of the term was admitted to practice in the Monroe County Court. In 1865 he was admitted to the bar of the Supreme Court of the State as attorney, solicitor and Councillor, and in 1871 was admitted to practice in the Supreme Court of the United States of the Northern District of New York.

Utilities . . .

TELEPHONE SERVICE

Essentially a farming community, Rush has had very few utilities and industries. These put in an appearance as the last century was drawing toward a close.

One of the earliest telephones was a square box on the wall with a button in the center. When one wished to call a neighbor equipped with a similar contrivance, he hit the button with a small hammer and soon heard the party on the other end of the wire answering. There was one on the "sitting-room" wall of the William T. Hallock home. The "line" could not have been more than a quarter of a mile in length connecting with the home of a relative. W. T. Hallock put up several others in town. In 1888 there was evidently a "telephone war" in Rochester, for the Honeoye Falls Times mentions that "it is over" and that one can "call up seven hundred business houses better than by telegraph." It was not until after the turn of the century that the telephone really came to Rush. In February 1903, the InterOcean Telephone Company built a line and "established a circuit with fifty-five subscribers."

In 1914 the Rush exchange of the Federal Telephone and Telegraph Company won first prize for getting the largest increase in long distance business. At the time Miss Lucy Hynes was chief operator and Clarence Bower, manager.

The old telephone office on Rush-Scottsville Road was later owned by William Klick, who in 1943 converted it into a dwelling.

Telephone companies in Rush at one time: The InterOcean Telephone and Telegraph Company, Nov. 21, 1904; The Federal Telephone and Telegraph Company, December 12, 1908; The New York Telephone Company, 1918, and the Rochester Telephone Company, 1921.

Changes since 1960 in phone service have brought dial phones and toll-free service to Rush.

ELECTRICITY

Those who look back eighty years remember the thick, vibrant darkness that enveloped a small town when the sun had set. Then here and there a window pane would show a bit of light as the evening lamps were lighted. Not too long before, it had been a candle but now the center or hanging lamp took its place. Kept clean and trimmed, it gave what seemed a very satisfactory light.

In October 1900 before the coming of electricity for general use, the Honeoye Falls Times noted that "The street lamps have not lighted the weary traveler on his way for the past month. Funds must be low or oil scarce. But never mind now—a new moon tonight."

In 1909 a franchise was given to the Livingston, Niagara Power Company for light, heat and power lines.

By 1913 Doctor Leary and others had installed private lighting systems.

"The porch lamp shines forth, lighting the path of our "out lates," and is a great addition to our street lamps . . ."

Rochester Gas and Electric was granted a franchise through town in 1922. That year a new company was formed in Rush by Mr. Louis Bassett. Located in the canning factory building, Mr. Bassett had been furnishing electricity for street lights and some private users. Now he planned to expand. The same year the Wheeler-Greene Company of Rochester and the Rochester Gas and Electric conferred with town officials and others with regard to carrying out an agreement of some years past whereby they would furnish electricity to the town if they could receive a franchise to supply Industry. The line from Golah to Rush was completed in the summer of 1923.

In January 1929, Niagara Power of Avon installed electricity in West Rush. "Eight electric lights . . . will light up the village in good shape" according to the Honeoye Falls Times. The electric line on the Rush-Mendon Road was completed in May 1931.

Niagara Mohawk Power Corporation is the present supplier of electrical power to the Town of Rush. It is essentially the same corporation that has provided electricity in the Town since it was first furnished.

GAS

An additional utility was made available to the citizens of Rush by installation of gas lines by Rochester Gas and Electric Corporation starting in 1956.
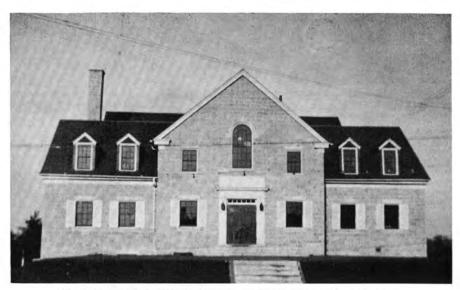
THE RUSH RESERVOIR
(Rochester Waterworks)

As early as 1835 a movement was made to incorporate a Rochester Water Works Company, but it was not until 1872 that Rush came into the picture. Five commissioners had been appointed by the State Legislature to construct a gravity system to supply the City of Rochester from Hemlock Lake. Work was begun on the reservoir in Rush in 1873. Its depth was 23¼ feet and capacity 70,033,589 gallons. The reservoir covers 27 acres.

In 1889 the old waterworks ditch was caving in making great holes between roadway and fence. It was dangerous to veer too far from the "beaten track." Farmers that had to cross the ditch to get to their fields made just complaint.

In 1910 the Town Board of Rush granted a franchise to lay a pipe line to carry the water to Industry.

Alexander "Zan" Gray, third generation of his family to have charge of the Rush reservoir and a native of this town was promoted from Water Supply Supervisor to Superintendent of the Hemlock Water System in July 1954. He later became Director of Public Works for Monroe County.

Rush Town Hall, W.P.A. Project, dedicated September 12, 1936

During its long history this small building at 6087 East Henrietta Road has been doctor's office, library and post office. It has also been used for stores and shops.

Rush Town Hall . . .

Rush Town Hall has been a community center ever since it was opened in 1936. It is the headquarters for all official town business and houses the fire department and the library.

The second floor town clerk's office has been the hub of Town business. The town board, the planning and zoning boards, the justice court, the building inspector, the assessor, and the historian all officiate from these offices: In former days the welfare officer and the town nurse worked out of the Town Hall. Taxes are collected, hearings held, licenses and permits issued, water bills paid and vital statistics recorded.

In the dining room and the auditorium an amazing variety of events have been held. Suppers, receptions, dances, parties, political meetings, public hearings, Red Cross blood bank, Harvest Queen selection, election activities, Grievance Day, area meetings, rummage sales, garden fair and antique shows, Easter Egg hunts, sent indoors by inclement weather; and many special events such as the bingo party and minstrel show held for the benefit of the park.

The hall has held out a welcoming hand to many organizations which have met or do meet regularly, such as the fire department ladies' auxiliary, the Stevens-Connor Post and auxiliary, a variety of recreation commission programs, including senior citizens, youth club and day camp, boy and girl scout activities, 4-H boy and girl meetings, Garden club and Gardenier meetings, political club meetings, story telling hours for the library, and basketball and gym programs. For every type of meeting listed there is probably one not recalled at this time. Playground equipment outside attracts the young in heart. From the steps and lawn of the Town Hall parades have been reviewed and judged.

Meetings in the second floor fire department rooms have resulted in the orderly growth of the fire department. Volunteer firemen as well as fire commissioners have worked together to give Rush fire protection through adequate equipment and informed firemen.

The library, serving a wide age group, has been a center for the bookminded.

Following World War II and the initiation of a county-wide civilian defense program, the hall was designated as an evacuation center.

At least twice the dining-room was used for classrooms. Prior to the opening of the Rush-Henrietta Central School building, now Roth High School, school centered activities such as basketball, commencement activities and plays were held in the auditorium.

For more than thirty years it has earned a warm spot in the hearts and minds of the townspeople who have looked to it for many services, for entertainment and for organizational needs.

March 5, 1934, a special election was held to vote on the question "shall Rush raise $10,000 to build a Town Hall." *

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* That there was a need for a town hall building was expressed by a group called the S.A.G.E. girls club who gave $100 toward a town hall in 1923 with the understanding that if the money was not used for this purpose it was to be returned. It was returned in 1925.

Forty voted against and 160 for the proposal. At a special meeting of the Town Board called March 3, 1935, a preliminary cost of $11,126.76 was given to the members, who were Lee Wiles, supervisor, Dean Norris, Fred Stevens, Ray Lonthair and Nelson Fishell. Land was purchased from Hazel Fitzgerald for $500. The building was constructed by the Works Project Administration. The cornerstone was laid September 28, 1935.

Rush Public Library . . .

Rush Public Library, formerly Rush Free Library, was organized by the Rush Free Library Association at a public meeting called by Ingleside Club at the residence of Mr. and Mrs. N. S. Sherman. Miss Caroline Webster, library organizer from Albany, conducted the meeting. A constitution was adopted and five trustees elected.

A formal application was made to the State Education Department for a charter and certificate of establishment. The provisional charter issued by the Board of Regents is dated March 3, 1914.

The library was opened to the public February 18, 1914. The first money to operate came from annual memberships of one dollar and from gifts. One hundred of the $120 raised was matched with state funds. From this the first books were purchased.

The following year the voters approved a proposition asking that $200 be appropriated annually by the Town for the use of the library. During the next few years additional funds were raised through dramatic productions directed by Miss Bessie Hallock and through masquerade parties and suppers. The membership fees were another source of revenue.

Th library has had three homes. The first, the second floor of the Sherman building, now Bock's grocery; the second in the small building, a part of the Aden Chaffer property at 6087 East Henrietta Road. The library has been in the Town Hall since it was built in 1935-36.

The library received its absolute charter April 27, 1951. The library, a charter member of the Monroe County Library System, signed its first contract with the system June 25, 1952. Through the Monroe County Library System the Rush library is a part of the Pioneer Library System serving the counties of Monroe, Wayne, Ontario, Livingston and Wyoming.

The Rush Free Library observed its 50 years of service to the people of the Town with an Open House Sunday, February 16, 1964. In anticipation of the event the library had been remodeled and redecorated. Much of the work was done by the trustees and a group of loyal friends. The Town Board had the walls painted, new lighting and a new floor installed.

In September 1967 the Board of Trustees petitioned the Town Board to establish the library as a public institution. While financed by the Town, the library had been an association library with the taxpayers of Rush as its members. For more than 100 years people throughout the state had banded together to establish libraries, initially collecting modest annual membership fees. Many a community owes a vote of thanks to a small group of people who wanted a library enough to work diligently to establish one in the accepted manner of the day.

Today most are established by a municipality, with the town financing the institution and appointing the trustees, the managing body for the library.

The Town Board of Rush established the Rush Public Library September 12, 1967, and named the board, the same board which had been administering the library. By the first of the year all legal transactions had taken place. The new absolute charter was issued by the Board of Regents February 23, 1968.

The Town gradually increased its library appropriations with the greatest increases made during the past few years. The 1968 budget calls for an expenditure of $10,666, with an $8857 Town appropriation. In addition the library is housed without cost in the Town Hall. Rush, as do the other libraries in the county, benefits greatly from the services provided by the Monroe County Library System.

The library is now open 25 hours weekly, more than three times as many as in the early years.

In 1961 the library received the Houck-Sherman bequest of $4,000 with the interest to be applied annually to the book budget. In September 1929 the library received $250 from the estate of R. P. Martin to be used for the purchase of furniture.

Trustees who have served were Miss Murray Sherman, Dr. James Leary, George H. Sherman, Miss Ella L. Martin, and Miss Bessie A. Hallock, all members of the original board; Mrs. Theodore Longfellow, Mrs. N. S. Sherman, Miss Anna Graves, Miss Mary Hayes, Mr. M. C. Decker, Mrs. Jerry Bruckle, Mrs. Eugene Green, Mrs. Thomas Quinn,* Mrs. George Sherman, Mrs. Schuyler White, Mrs. William Fyle, Mrs. Harry Hart, Mrs. James R. Sebaste,* Mrs. William Lambert,* Mrs. Merrill Seymour, Mrs. William Parsons,* and Mrs. George Hart.* The 22 terustees represent 1188 years of service in behalf of the library and the people of Rush.

The eight librarians are Miss Anna Graves, Miss Ella Martin, Mrs. Fred Long, Mrs. Daniel E. (Goldie Mann) Gleason, Mrs. John Glasgow, Miss Dora Lonthair, Mrs. Paul Princehorn, and Mrs. John Parry.

In addition to trustees and staff many volunteers have worked for the development and improvement of the library.

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* Present members.

Fire Protection . . .

THE RUSH FIRE DEPARTMENT

The following History of the Rush Fire Department was written by a Rush citizen, James Fletcher.

" On December 4th, 1920, a meeting was called in Kinsey's Hall for the purpose of organizing a fire department for the Town of Rush.

Marion C. Decker, the man who set the ball rolling, was chosen president; Clayton Fishell, secretary; John Behnk, Sr., foreman; and John Behnk, Jr., 1st assistant foreman.

"Then a temporary agreement was drawn up and signed by twenty-two men. Arthur Wilkins, Aden Chaffer, Richard Moran, Jacob Schantz, Walter Years, George Maloney, Francis Marlowe, Howard Bock, Harry Britton, Woodrow Harris, J. L. Quinn, Thomas F. O'Brien, Frank Harding, Harold Bradstreet, George Lonthair, George Luedemann, James L. Wiles, Alfred Bock, George Behnk, James Fletcher.

"A few months later a Ford chemical truck was purchased through donations by the townspeople. But the days of chemical trucks soon passed and a suitable pump and hose were purchased by the receipts from dances and plays. For about one year the fire truck was kept at the Owen-Wiles garage. Then one part of John Behnk's barn was remodeled into a fire house, and monthly meetings have been held there since that time.

"The next piece of fire equipment purchased was the fire siren which replaced the gong located at the firehouse.* The new siren was located at the top of Tomkinson's mill. The services of the power and telephone companies were donated for the operation of the siren.

"In July 1927 a fire district was approved by the Board of Supervisors. The following month a special election was held and Fred Stevens, George Hetzer, and George Luedemann were elected fire commissioners.

"The following year (1928) another special election was held for the purpose of obtaining the new fire hall and additional equipment. It was proposed to raise by taxation $40,000 with which to purchase land, erect a new building, construct an adequate fire alarm system and procure additional equipment. The proposal was defeated by sixty-one votes." (The Town Hall built in 1935-36 included fire station and room.)

In 1939, the firemen purchased a sedan-type (carry-all) Chevrolet along with a stretcher and first aid kit, thus initiating the Rush Fire Department ambulance service. The ambulance was kept in the firehouse with the two pumpers.

The Fire District built a new fire house in West Rush in 1964 at the corner of East River Road and West Rush Road. They also purchased a new 750-gallon per minute pumper.

Today, the fire department operates out of three firehouses with two pumpers, tanker-pumper, grass fire truck, rescue truck and ambulance. Protective clothing such as boots, coats, helmets and gloves are available for 50 firemen.

FIRE CHIEFS OF RUSH

John H. Behnk, Sr., 1920-1926, 7 years; Frank Sherman, 1927-1930, 4 years; Edwin F. Behnk, 1931-1936, 6 years; Vincent Behnk, 1937-1943, 7 years; Clarence Futter, 1944-1945, 2 years; James Leary, 1946, 1 year; Vincent Behnk, 1947-1957, 11 years; Leslie V. Faugh, 1958-1967, 10 years; Alvin Sweet, elected January 1, 1968.

FIRE COMMISSIONERS

Fire Commissioners, who have five year terms, currently serving are Charles

Flutts, Charles Roth, Al Hetzer, Robert Kuhls, and Leslie Faugh. Raymond Bock is treasurer. The position of treasurer is a three-year term.

Fire Commissioners are elected by the eligible voters of the Rush Fire District.

* Before a siren was acquired to sound the alarms, the volunteers depended on Frank Harding who had a blacksmith shop at 6017 East Henrietta Road. Mr. Harding would get the fire call via the telephone and would run across the street to where the trucks were stored. To sound the alarm, there was a large steel rim that came off a railroad locomotive hung between two wooden posts. Mr. Harding would strike this rim with a hammer, sending forth a ring that sounded like a church bell.

During this period in the history of the department there were more firemen in town who were employed at one of several auto repair shops, flour mill, canning factory and produce dealers. Daytime manpower was very good.

Note: Additional information prepared by Mrs. Leslie Faugh.

Planning and Zoning . . .

The Planning and Zoning Board of Appeals was established by the Town Board with the appointment of five members March 11, 1947. The planning and zoning laws had been passed by the Town Board December 30, 1946.

The five men appointed acted in a double capacity. Under one chairman they functioned as the planning board and under another chairman as the Board of Appeals. In 1965 the two functions were separated, each with a five-man board.

The Rush Planning and Zoning Board of Appeals had the responsibility of administering the zoning ordinance while at the same time planning for overall growth. Included in the Board's responsibilities was ruling on zoning and planning matters for recommendation to the Town Board for action where necessary.

A major revision of the zoning ordinance was made in 1965.

The original members were Charles Roth, chairman, planning board; Deane Keyes, chairman, Zoning Board of Appeals; James R. Sebaste, secretary; Joseph Ruppert and Walter Nelson who became chairman following Mr. Roth's resignation from the Board. Others serving until 1965 were James Gray, Al Hetzer, Vincent Behnk, Henry Krenzer, and Paul Princehorn.

January 1, 1965, the Town Board named Walter Nelson, chairman of the Planning Board with the other members James R. Sebaste, Paul Princehorn, Charles VandeMar, and William Hile. All are currently members.

Daniel Schuster, M. D.,* was named chairman of the Zoning Board of Appeals. The other members were Deane Keyes, C. Douglas Cole,* F. Gordon Pleune, M.D.,* and R. Morley Maxwell*. John David succeeded Mr. Keyes and John Gaffney,* replaced Mr. David when he became a member of the Town Board.

The purpose of the Planning Board is to guide the present development and future growth of the town in an orderly manner in accordance with the objectives and desires of the residents.

Since its establishment the board has worked with the Monroe County Planning Council on a Master Plan for Rush.

*Current members.

Parks . . .

THE COMMON

The land for the common in Rush is said to have originally been given by the Wadsworth family and at that time, went to the Honeoye Creek. This changed with the coming of the railroad. Until 1897 a road ran down the center of the common. In May of that year a meeting was held "in the interest of park improvement." Byron Diver was superintendent of construction and other interested people were James W. Wiles, Benjamon L. Kinsey, Morris R. Darrohn, Daniel Fagan, John Behnk, Sr., Charles D. Graney, Dr. Ames, Charles W. Haywood, Patrick Donohue, George W. Sherman, Frank Stull, Perry Darrohn and Samuel H. Kinsey.

The plan was for a park 345 feet long and 70 feet wide at the south end and 50 feet wide at the north. Some pledged $35, at the meeting in cash and others $84 in labor. John H. Behnk and his brother furnished road and scraper. Trees were set out and in time the park was ready for band concerts and other events. The trees grew and gave much pleasure over the years. Now most have died and are being replaced. In 1966 the Town replaced some and the Garden Club of Rush has planted flower beds.

VETERANS MEMORIAL PARK

The Rush Veterans Memorial Park came into being following the fire that destroyed the mill owned by Roscoe Tomkinson at the creek. The idea of a park at this site originated with Dorothy Sebaste and Charles Roth. A meeting of representatives of the organizations in town was called and the Rush Improvement Association was formed to acquire and develop a park, not only on the mill side of the creek but on the other side as well.

A bingo party and minstrel show were town events held to raise money to buy the land. With the cooperation of Mrs. Tomkinson and others the deed for the land was turned over to the Town and accepted by Raymond Goff, supervisor. Money raised also went to the original planting of the park, done by landscaper Jim Diegnan. Maintained by the town the park has benefited from the interest of the Garden Club of Rush and the Gardeniers, junior Garden Club of Rush. Acquiring the millstone on which to place the memorial tablet was the result of effort of interested people such as Bertha and Vince Behnk and Zan Grey. The one used was originally at the mill. Condition of the dam necessitated letting it go or putting a sum of money into its repair. The work was done in November 1949. Al Mack and Charles Roth repaired the flume.

The park was dedicated May 31, 1964, "to all those who had served Rush in time of war." The ceremonies were arranged by the Stevens Connor Legion Post and the Town Board. In preparation for the dedication a flag pole was erected and the bronze plaque was placed on the millstone by the Town.

The wrought iron fence designed and made by Wemett of Hemlock provides fencing around the base of the silo which was destroyed in the fire.

Rush Recreation Commission . . .

The Rush Recreation Commission was established by the Town Board May 10, 1955, under the name Rush Youth Commission. This was changed to the present name December 13th of that year. Five commissioners were appointed at the May meeting.

A program for junior high boys and girls, called the Rush Youth Club, had been in operation Wednesday evenings for some time previous to the establishment of the Commission. Members of the original commission were instrumental in setting up and conducting the program. The first summer program was in operation that first year.

During the past thirteen years there have been the two basic programs. For some years the youth club program has been conducted on two evenings a week during the school year. The summer day camp program, Camp Con-que-ree, named after the sound the red wing blackbird makes (native to Rush and often found in the rushes for which the town was named), was developed over a period of several years by the directors and the commissioners.

Programming in addition includes special events, such as the Town-wide Halloween Party; seasonal athletic programs for boys, girls, women and men; special subject courses, such as art and photography; and special trips by bus, such as the annual youth concert at the Eastman Theater. The Commission sponsors the Rush Senior Citizens, organized October 15, 1963.

In 1966 the Commission established the position of year-around part-time director. This was done with additional State aid.

Commissioners who have or are serving are Mrs. James Fletcher, Mrs. Herbert Markham, Bruce Marshall, Bern Spooner, and Mrs. James R. Sebaste,* chairman, all original members of the commission; Mrs. Randle Cartwright, Dr. Alfred Robinson, Arthur Gebhard, Paul Streb,* Mrs. Robert Bock, F. David Kurtz,* S. Edward Hatch,* and Mrs. Richard Harris.* In addition to staff members many volunteers have given generously of their time and energies to work in the programs while others in the town have contributed time, effort and money. Mr. and Mrs. Fred Steinfeldt have loaned the use of their cabin and land for one phase of the summer program.

The cooperation of the school district in making available their schools and buses is important to the programs. The Rush Fire Department Field has, in the past, also been offered to the Commission. The use of the Town Hall has been important to the programs.

The original budget under which the commission worked was $700. This year it is $4,500.50 with $1600.00 of this granted by the N. Y. State Division for Youth.

* Present Members.

Election Districts . . . .

In the election of 1967 Rush, for the first time, was divided into three election districts. Until then there had been two with the Honeoye creek the dividing line.

District 1 remains the same, south of the creek. District 2 was divided at Middle Road, following along Rush-Scottsville Road to East Henrietta Road to the creek. The center of the roads is the actual division. District 2 is on the west side of Middle Road and District 3 on the east side.

In Review . . .

The information given herein pertains primarily to the 19th century, the first hundred plus years since the first settlers appeared. With the coming of the 20th century came major changes that eventually led to greater human comfort and a new way of life.

The telephone brought a popular and essential form of communication. Electricity was much slower in becoming townwide, but when it did, life, especially for the housewife, became more convenient. Roads continued to improve, the automobile brought not only greater freedom of movement but new business, including auto sales and service and gasoline stations.

Advances in farming changed the life of the farmer, both at home and in the field. With so many acres in crops, the handling of produce locally became important to the business life of the town.

Residents of Rush enriched their lives and helped to develop community life through organizations, such as farm bureau, home bureau, grange, Red Cross, PTA; and groups formed for special church events and in the interest of town improvement.

In recent years the shopping habits of people changed, with improved transportation making shopping in the City of Rochester customary. Then came the shopping centers and plazas, bringing merchandise closer to the town resident. The first larger food store to come to Rush was the IGA Foodliner in 1966, to complement the small and longtime stores such as Bock's, Annie's Restaurant, Wasson's and the Streb "Little Store."

A shopping plaza for Rush is in the planning stage. A golf course is being developed. Rochester Brooks Gun Club moved to Rush as well as a large party house, Vince's Fifty Acres. People were pleased when Rush finally got an actuated traffic signal light at the intersection of 15 and 251 in 1963. The town pattern will change more noticeably when the Genesee Valley Expressway becomes a reality.

The Town of Rush met some of the necessary services needed as the Town became less rural and as more people moved from more populated areas. Rush was fortunate to have a man, deeply interested in the Town and with an active knowledge of developments in town and county government, Lee Wiles,* to facilitate planning and the setting up of the water district in October 13, 1953.**

---

* Mr. Wiles, a lifetime resident of Rush, was town clerk, supervisor, local business man, clerk of the county board of supervisors and county clerk. He is now retired.

** Ground-breaking ceremony on September 8, 1954, ushered in the construction of pipe-lines of the Rush water system. July 10, 1953, details of the project were brought before about three hundred residents at a meeting in the Town Hall with James R. Sebaste, chairman. The committee succeeded in getting the necessary 51% of the signers of a petition circulated by Carl Desens, Alexander Gray, Laura Meston, Louis Scarlata, Elmer Zollweg, Harvey Schenkel, Edward Wilson, Joseph Streb, Dorothy Sebaste and Jay Lonthair. In August 1955, the work was completed and water began to flow.

Numbering was accomplished in 1952 and the Town Board adopted the applicability of the New York State Building Code May 10, 1955, with the position of building inspector established the previous year, November 25, 1955. Arthur Geissler was named the first inspector December 1, 1955. With voter approval the town went from a three-man assessor board to a one-man position with Malcolm Stamp the first as of January 1, 1960.

The Monroe County Planning Council estimates that the population will double by 1980 (to 6,000). During the past decade Rush's slow but steady growth is indicated with 225 new homes built.

World War I, II, the Korean and Viet Nam conflicts focused the townspeople's attention on worldwide issues, bringing death to some and heartache for others.

The townspeople, active in community organizations, work with energy and dedication to serve one another. In addition to the church groups and the Rush Fire Department, its auxiliary, and its color guard, the Kaydettes, are the political committees, the political clubs, Rush Womens Republican Club and Mens Republican Club, probably the newest group; the Rush Womens Democratic Club; the Stevens-Connor Legion Post and its auxiliary; the Rush Branch, American Red Cross; the Rush Study Club; the Rush Senior Citizens; the Ingleside Club, probably the oldest organization; the Rush-Henrietta Rotary Club, the Garden Club of Rush and its junior group, the Gardeniers; the Rustic Riders, for both adults and youth; the Rush-Henrietta Chapter, ATAD; the PTA's; the boy and girl scout troops, with Boy Scout Troop 134 probably the oldest boys group; and the 4-H clubs, with the girls 4-H Rushers Clubs probably the oldest girls group; the Bluebirds and Campfire Girls; the Friendship Squares, and the Rush Cooperative Nursery School. From preschoolers to older citizens the people of Rush are active in the community, sharing time, energy and interests.

TOWN OFFICIALS AND EMPLOYEES SERVING AS OF JUNE, 1968

William E. Zimmer, supervisor; Lucille Kiniry, town clerk (also registrar of vital statistics and tax collector); Ethel Lozier, deputy town clerk; John David, justice of the peace; John F. DeLelys, justice of the peace; William Finley, councilman; Irvin Sielaff, councilman; Albert Gilbert, town attorney; George Popp, town assessor; Vincent Behnk, superintendent of highways; Bessie Hallock, town historian; Thomas Preddy, acting building inspector; Alvin Sweet, water maintenance; Carl Desens, dog warden and enumerator; Fred Sweet, park maintenance; Frank McManis, caretaker of dump; Laverne Wilkins, Town Hall custodian; constables: Laverne Wilkins, Myron Goldstin, and Carl Desens.

Also those serving on boards and commissions previously mentioned.

POLITICAL UNITS

Monroe County Legislator, District 11, Lucien A. Morin; New York State Senator, 50th District, Thomas LaVerne; New York State Assemblyman, 135th District, Don W. Cook; U. S. Congressman, 37th District, Barber B. Conable.

Acknowledgements . . .

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Monroe County History Almanac.

Gazetteer of New York, 1813 and 1824, Spafford.

Monroe County map, 1858.

Beers Atlas.

Centennial History of Rochester.

Rush Town Records.

Inventory for Planning, Rush, N. Y., 1939, Bonner.

Planning Inventory, Town of Rush, 1967, Monroe County Planning Council.

"29,000 Boys", centennial booklet, New York State Agricultural and Industrial School.

Photograph Albums, Raymond Bock.

Record Book, Pine Hill Cemetery Association.

Record Book, North Rush United Church of Christ.

Highlights of a Century, St. Joseph's Catholic Church.

Monroe County Veterans Graves Register.

County Manager Government in Effect in the County of Monroe, 1939, Crapsey.

Monroe County Legislature, booklet, 1967.

Census of Agriculture, Monroe County, 1959.

School record and minute books.

Daily and weekly newspapers serving Rush.

Directories, deeds and other legal documents, family papers.

Appendix I

SUPERVISORS—TOWN OF RUSH

1818- —William Markham	1896-1897—Joseph H. Sherman (R)
1821-1831—Peter Price	1898- —Byron A. Diver (D)
1832-1834—Simeon M. Coe	1899-1901—Joseph H. Sherman (R)
1835- —Alfred Jones	1902-1903—David Martin (D)
1836-1838—John P. Stull	1904-1907—Maurice E. Kinsey (D)
1839- —Nathan Jeffords	1908-1909—Addison D. Chapman (R)
1840- —Joseph Sibley	1910-1911—Maurice E. Kinsey (D)
1841-1847—Peter Price	1912-1921—Addison D. Chapman (R)
1848-1849—Nathan Jeffords	1921-1923—Albert M. Goff (R)
1850- —Henry B. Hart	1924-1925—Edward G. Harrigan (D)
1851- —Nathan Jeffords	1926-1931—Albert M. Goff (R)
1852- —John B. Crosby	1932-1935—Eugene Barker (D)
1853- —Wells Clark	1936-1938—James Lee Wiles (R)
1854- —Joseph Sibley	Resigned to become Clerk of
1855- —John B. Crosby	the Board of Supervisors of
1856-1858—Owen D. Crosby	Monroe County.
1859-1867—Thomas J. Jeffords	1938-1943—Harry G. Hart (R)
1868- —Hosea Martin	1944-1958—Raymond Goff (R)
1869-1870—Thomas J. Jeffords	1959-1961—Henry J. Krenzer (D)
1871- —Hosea Martin	1962- —Raymond Goff (R)
1872-1873—Thomas J. Jeffords	Died in office.
1874-1876—George H. Houck	1962-1965—Clarence Gruschow (R)
1877-1878—Charles M. Green	Filled out Mr. Goff's term,
1879-1882—Joseph H. Sherman (R)	resigned for health reasons.
1883-1886—David Martin (D)	1965- —William E. Zimmer (R)
1887-1889—Byron Diver (D)	Appointed to fill Mr. Gru-
1890-1891—Joseph H. Sherman (R)	show's term. Elected super-
1892- —George H. Houck (D)	visor in fall of 1965.
1893-1895—David Martin (D)	1967- —William E. Zimmer (R)

Note: The fire of 1892 burned several buildings in Rush, including the one in which the town records were kept. All that is extant is one dilapidated book containing records from 1822 to 1850. From 1850 until after the fire nothing remains. The list of supervisors for the missing period was compiled from Monroe County records, courtesy Lee Wiles.

Appendix II

VOTING

The following figures are taken from the enrollment statistics for 1968, with a total of 1664 voters listed.

Dist.	Total	Male	Female	Rep.	Dem.	Cons.	Lib.	Blank
1	499	239	260	368	90	2	5	33
2	360	179	181	229	92	3		34
3	405	199	206	310	73		1	20

Appendix III

POPULATION—TOWN OF RUSH

1810	——	1850	2,015	1890	1,695	1930	1,901
1814	——	1855	1,750	1892	1,656	1940	1,791
1820	1,701	1860	1,613	1900	1,491	1950	2,052
1825	1,929	1865	1,708	1905	1,415	1957	2,381
1830	2,098	1870	1,654	1910	2,150	1960	2,555
1835	2,026	1875	1,694	1915	1,578	1964	2,840
1840	1,929	1880	1,741	1920	2,091		
1845	1,798	1885	None Taken	1925	2,024		

The Monroe County Planning Council in its 1967 planning inventory for the Town of Rush has given the following estimates:

	Town	Industry	Total
1970	2880	500	3380
1975	3510	500	4010
1980	4430	500	5930
1985	5790	500	6290

Census taking is conductad by the United States Government which regularly takes a decennial census.

The State for many years took a census every five years between the decennial census. The New York State Constitution provides that the State may take a census if for some reason the U. S. Government does not take one or does not take it at the regular time. However, in recent years special censuses have been requested for the purposes of determining current per capita figures for estimating state aid. While the 1957 census was requested by the State it was paid for by the Towns. The 1964 census was requested by the County but paid for by the Towns. In 1967 some Towns took a census but Rush did not.

The boys at the New York State Agricultural and Industrial School are included in the official census taking, later the figures are subtracted and added to those of their home municipality. The first time that the boys were probably included in the Rush census was in 1910. The school was built here during the years 1904-07. Sometimes the school's enrollment has reached more than 900 and sometimes less than 500. It has been less since 1931 when a new training center was opened.

Appendix IV

ROADS—TOWN OF RUSH

Name of Road—Former Name	Date of Survey or Dedication
Aprille Lane	1959
Botwood Lane	Aug. 16, 1966
Chapman Road	**Dec. 29, 1954
Creekside Drive, formerly part of Mill Road	June 7, 1957
East Henrietta-East Rush*	1802
East River Road, West Rush-Avon Road until 2/3/54	1802

Appendix IV—Continued

Farmcrest Drive	Aug. 16, 1966
Fishell Road	1806
Five Points Road	1806
Five Points Road-Honeoye Falls Road	1807
Genesee Street	***No Record
Gilbert Mills Road, Wilkinson Road until 1961	1801
Golah Road, Junction Road until 2/3/54	No Record
Hamilton Road	**Dec. 29, 1954
Hanlon Drive	1927
Hartwell Road, Barber Road until 5/10/60	No Record
Harvest Lane	Aug. 16, 1966
Hillock Road	1963
Honeoye Falls-No. 6 Road, Honeoye Falls Road until 2/3/54	1801
Jeffords Road	No Record
Kavanaugh Road	1815
Keyes Road	1798-1816
Lehigh Street	1893
Lyons Road	1807
Martin Road	————
Middle Road	1813
Mill Road	**1954
Nelson Parkway	May 12, 1964
Park Lane	**April 9, 1963
Phelps Road	1819
Pine Tree Circle	Not yet dedicated, approved 1964
Pine Tree Trail	Not yet dedicated, approved 1964
Pinnacle Road	1807
Pleasant Road	1927
Rotzel Road	**Dec. 29, 1954
Rush-Henrietta Town Line Road	1812
Rush-Lima Road, Rush-Honeoye Falls Road until 4/14/59	1802
Rush Hills Drive	1963
Rush-Mendon Road	1831
Rush-Scottsville Road	1817
Rush-West Rush Road	1804
Ryder Hill Road, Industry Road until 12/12/1961	1843
Scofield Road	1811
Stonybrook Road	1813
Stull Road	1912
Telephone Road	No Record
Wagner Road, Became a part of Phelps Road 2/3/1954	No Record
Wardell Road, Mahar Road	1812
West Henrietta Road-West Rush Road*	1811
Woodruff Road	1816
Works Road	1816

Dedication: Formal acceptance by Town Board resolution.

* Known correctly by first part of original name.
** In existence prior to dedication.
*** Probably same as Lehigh.

Appendix V

LIST OF PHYSICIANS

Charles Little of Avon—pioneer physician of Rush.

Doctor Farr—first in town—did not stay long.

Dr. Finn.

Dr. Andrew Kingsbury—ex-surgeon of War of 1812. Married eldest daughter of the first George Price to come here, Lavinia Price.

Dr. Kelsey—contemporary with Dr. Kingsbury.

Dr. Socrates Smith—moved to Rush in 1823. Associated with Dr. Kelsey. Died 1870.

Dr. Caleb H. Hammond, Jr.

1885—Dr. Kellogg (C. M.).

1885—Dr. F. G. Sherwood.

1885—Dr. Geo. B. Horst.

1886—Dr. B. F. Lockwood.

1889—Dr. James Sherman.

1890—George S. Price of pioneer family of Prices of Rush. Became well-known physician in Fairport, N. Y. At this time he was "reading medicine" in office of Dr. Sherman.

1892—Dr. W. E. Brown.

1894—Dr. C. W. Haywood.

1895—Dr. Ames, cousin of Dr. Brown.

1897—Dr. James H. Leary.

1935—Dr. Kenneth Sartwell Smith.

1943—Dr. Louis Schaffer.

1966—Since Dr. Schaffer's departure in 1964, Rush has had no regular resident physician, although several doctors reside in our rapidly growing town.

NURSES

1940—Suggestion made by Dr. Smith and non-local physician that state nurse be hired to serve Rush, Henrietta and Mendon, without cost to the towns. The state to pay her.

1942—Petition to employ a health nurse to be circulated by the Public Health Committee for taxpayers' signatures. Miss Louise Seiler is hired to serve Rush and Henrietta, the latter to pay 60% of the $1800.00 salary and Rush, the remaining 40%.

1944—Miss Seiler resigns. Mrs. Lucille Wilkin appointed. Resigns December 1944.

Other nurses: Mrs. Marion Marlow, Mrs. Caroline Houston, Mrs. Virginia Oliver, Miss Jeanne Hilles.

Apuendix VI

RUSH, MONROE COUNTY, NEW YORK

Post Office Established August 19, 1819

Postmasters	Dates of Appointment	Postmasters	Dates of Appointment
John Webster	August 19, 1819	Harmon Cole	March 29, 1883
Socrates Smith	May 4, 1825	George H. Houck	January 6, 1886
Abraham Jennings	October 18, 1825	Norman S. Sherman	April 13, 1889
Martin Goodrich	February 19, 1827	George H. Houck	May 5, 1893
Isaac Lyon	August 26, 1829	Harry W. Longfellow	May 10, 1893
John Webster	April 30, 1830	Anna D. Sherman	April 23, 1897
John B. Crosby	December 10, 1835	Maurice E. Kinsey	July 6, 1915
Charles F. Dickinson	July 13, 1841	Norman S. Sherman	August 16, 1922
John B. Crosby	May 18, 1843	(Successor appointed after 1929)	
Nathan Dauchy	June 6, 1849	Harry E. Britton	September 14, 1931
Jess H. Loomis	November 19, 1853	Mrs. Eva A. Britton	March 31, 1932
John R. Crosby	June 15, 1857	Mrs. Edna L. Quinn	July 1, 1942
Christian Houck	April 9, 1861	Ethel Lozier	April 30, 1960
David Green	January 28, 1863	Mrs. Margaret M. Vaughan	Aug. 18, 1961
Benjamin L. Kinsey	July 2, 1869		

NORTH RUSH, MONROE COUNTY, NEW YORK

Established February 15, 1858; Discontinued August 14, 1915

Postmasters	Dates of Appointments	Postmasters	Dates of Appointments
Willet VanWagner	February 15, 1858	Roswell J. Hart	October 30, 1901
Henry B. Hart	April 22, 1862	Eugent Barker	April 28, 1913
Sylvester Hart	June 27, 1892		

WEST RUSH, MONROE COUNTY, NEW YORK

Established September 15, 1830

Postmasters	Dates of Appointments	Postmasters	Dates of Appointments
Emanuel Case	September 15, 1830	John B. Bristol	July 26, 1870
Michael R. Morgan	September 8, 1832	Addison D. Chapman	April 18, 1879
Ebenezer Hoyt	December 23, 1839	Edward G. Harrigan	May 4, 1916
Darwin E. Goodenow	November 5, 1849	Belle DeWitt	May 28, 1923
Charles C. Stafford	September 15, 1853	Alphons A. Mantell	July 12, 1926
Egbert S. Cookingham	Nov. 21, 1861	Mrs. Bernice Schenkel	August 31, 1955
Darwin E. Goodenow	June 22, 1869	Mrs. Pearl Streb	November 17, 1961

Appendix VI—Continued

INDUSTRY, MONROE COUNTY, NEW YORK

Established September 19, 1906

Postmasters	Dates of Appointments	Postmasters	Dates of Appointments
J. J. Herbison	September 19, 1906	Mrs. Grace B. Allen	September 21, 1946
Mrs. Rose C. Scherve	March 31, 1914	Name changed by marriage	
William W. McGraw	*Sept. 30, 1917	Mrs. Marion E. Appleton	May 16, 1948
Miss Agnes McGraw	February 5, 1936	Miss Florence Barker	October 16, 1948
Miss Dorothy L. McGraw	**Sept. 2, 1936	Mrs. Margaret S. Tuttle	July 7, 1950
Mrs. Dorothy L. Wallock	March 29, 1937	James B. Gaffney	November 10, 1950
Name changed by marriage		Mrs. Margaret A. Kneuer	June 30, 1952
Miss Grace Barker	December 6, 1937		

* Also given as May 1, 1917.
** Also given as July 10, 1936.

RUSH RURAL ROUTE NO. 1

Rural Carriers	Dates of Appointment	Rural Carriers	Dates of Appointment
John F. Maloney	November 1, 1902	Graydon Lonthair	November 28, 1932
Franklin W. Parker	April 15, 1906	Frank S. Adams	February 1, 1933
Charles R. McKee	January 1, 1907	James Leary	November 16, 1948
Laverne H. DeWitt	April 15, 1910	Gerald Bock	November 2, 1957
Thomas Quinn	April 10, 1918	Howard Eddy	November 16, 1957

Substitute Carriers of Record

George L. Parker
Henry M. DeWitt
Albert H. Shoemaker
Joseph B. Maloney
Alvey Palmateer
James S. Houck
H. Grad Diver
Chester P. Green
George A. Maloney
Irene Quinn
Graydon D. Lonthair

Substitute Carriers of Record

Clara M. Adams
Harry H. Fletcher
Howard M. Klick
James H. Leary
John Gaffney
Gerald L. Bock
Sophie Galbally
Helen M. McKinnon
Robert W. Bushman
Theresa G. Schessl (Current)

WEST RUSH RURAL ROUTE NO. 1

Rural Carriers

Howard F. Woodruff
Roy W. Martin
John C. Maloney

Substitute Carrier of Record

James E. Maloney

Appendix VII

RUSH-HENRIETTA CENTRAL SCHOOL DISTRICT

Name of Building	Date	Cost	Name of Building	Date	Cost
Charles Roth	1952	$1,475,000	Emma B. Sherman	1966	1,300,000
Monica B. Leary	1958	1,075,000	James Sperry	1968	6,315,000
David B. Crane	1964	1,200,000	Austin Crittenden		
Floyd S. Winslow	1960	1,215,000	Original Bldg. Value		277,000
Carlton O. Webster	1961	1,400,000	Addition 1959		200,000
Ethel K. Fyle	1965	1,275,000	Roth Bldg.		
William J. Gillette	1957	940,000	Addition 1959		750,000
Henry V. Burger	1964	1,650,000	Alteration 1966		181,000

ENROLLMENT

Year	No. Students	No. Staff	Year	No. Students	No. Staff
1952	923	48	1961	3800	216
1953	990	48	1962	4420	237
1954	1131	54	1963	4930	270
1955	1586	54	1964	5595	319
1956	2070	97	1965	6412	370
1957	2416	137	1966	7078	428
1958	2842	137	1967	7759	461
1959	3226	155	1968	8600	465
1960	3581	190			

FINANCIAL STATISTICS

Year	Budget	Total Assessed Valuation	Year	Budget	Total Assessed Valuation
1952	$ 403,224	$ 9,132,192	1961	2,656,745	41,120,422
1953	441,824	9,458,754	1962	3,048,013	46,275,179
1954	508,050	10,495,440	1963	3,568,067	50,569,807
1955	698,228	16,447,165	1964	4,527,821	55,639,240
1956	995,860	21,363,035	1965	5,376,410	62,487,159
1957	1,389,750	25,511,032	1966	7,010,000	70,007,578
1958	1,684,470	29,196,451	1967	8,722,975	78,120,663
1959	1,913,000	31,856,422	1968	10,945,000	86,120,663
1960	2,202,300	36,579,209			

GRADUATES

Year	Number	Year	Number	Year	Number	Year	Number
1948	31	1954	54	1960	97	1966	286
1949	30	1955	55	1961	136	1967	333
1950	28	1956	63	1962	113	1968	380
1951	33	1957	59	1963	137		
1952	41	1958	57	1964	186		
1953	39	1959	65	1965	287		

Appendix VIII

THEY SERVED IN THE AMERICAN REVOLUTION

As Rush was not settled at the time of the American Revolution, the soldiers listed here are those who came as settlers and were eventually buried in Rush cemeteries.

Bell, John
Brainard, Eli A.
Campbell, Isaac
Daily, Thomas
Green, Jabez
Hartwell, John
Jefferds, Nathan

Jefferds, Joseph
Jones, Amos
Leycock, John
Lyday, George
Markham, William
Meyers, Peter
Morgan, Joseph

Porters, John
Perry, Elnathan
Pratt, Noah
Price, Philip
Roderick, William

THEY SERVED IN THE WAR OF 1812

Ackley, Peter
Case, John
Caswell, Warren
Diver, Calvin
Ely, David
Fishell, Micah
Green, Jonathan
Hoyt, Ebenezer
Jaynes, Alfred
Jeffords, Amasa

Jeffords, Benjamin
Jeffords, Joseph
Jeffords, Nathan, Jr.
Kelsey, Alexander, Dr.
Kingsbury, Andrew, Dr.
Markham, John
Martin, Jacob
Martin, Killian
Perry, Elnathan
Price, George

Price, Jacob
Price, Peter
Schillinger, George J.
Sherwood, John
Sibley, Elisha
Sibley, Joseph
Schimmerhorn, Mr.
Stull, Jacob
Swift, Philetus
Thomas, Christle

THEY SERVED IN THE CIVIL WAR

Archibald, William
Bell, Myron A.
Bell, Robert
Brandt, Christian
Burger, Philip
Burlingame, H. W.
Clapp, James G.
Clark, George H.
Casey, Edward
Callen, James
Cleggitt, William
Clickner, George W.
Clickner, John
Clickner, Joseph
Clickner, Thomas J.
Colt, Leonard C.
Cone, Charles
Cook, Randall
Cookingham, Theron

Corcoran, James
Coughlin, James H.
Craft, Andrew I.
Dailey, Charles
Darrohn, Morris R.
Day, John W.
Desmond, Adam
Dietrick, Darius D.
Eastwood, James
Ellwanger, Christian
Fach (Faugh), Michael
Feary, George M.
Feary, Thomas
Fisher, John
Gilbert, Granville M.
Gilbert, John A.
Gilbert, Samuel P.
Golden, Henry
Goyer, Silas

Greene, Addison
Grube, Frederick
Haley, Morris
Harris, Samuel
Hetzer, John
Howit, James
Howe, Harvey
Howe, Horace
Johnson, William
Kinsey, Benjamin
Knight, George K.
Latting, John
Lewis, Benjamin
Lewis, Dudley
Lapp, Philip
Lapp, William
Lichard, George
Lozier, Charles D.*
Lyday, John R.

Appendix VIII—Continued

Lyday, Robert
Lyke, Albert E.
Mack, Harry
Maloney, John
Martin, Horace
Martin, Rice E.
Martin, Samuel
McDonald, Michael
McMurdo, James
O'Brien, John
Powers, Robert
Provost, Charles
Provost, George W.

Richart, Nicholas
Ritcher, William
Roderick, Francis T.
Roderick, Samuel J.
Roderick, William H.
Robbins, Truman H.
Ruland, Henry H.
Ryan, William
Schmidt, Charles
Schneider, Jacob
Smaley, John
Smith, John A.
Storry, Alonzo

Stull, Jacob H.
Streamer, Henry
Taft, Robert
Townsend, Jason
Ward, Anthony
Ward, George
Ward, James
Ward, Richard I.
Ward, William
Weaver, Lucius E.
Wolf, George
Worth, John A.
Woodruff, William

* Last Civil War Veteran to be buried at Pine Hill Cemetery in Rush. It has been said there were 208 men from Rush in the Civil War.

THEY SERVED IN THE SPANISH-AMERICAN WAR OF 1898

Dailey, Earl E.   Dailey, Roy L.

THEY SERVED IN WORLD WAR I

Bock, Alfred
Bradley, John R., Dr.
Brown, George W.
Brown, Homer S.
Dennis, Harry G.
Doran, Vincent
Finger, Louis J.

Fitzgerald, Burton
Gaffney, Raymond
Gleason, Daniel
Hartman, Edward
Hovey, Leigh
Hynes, John
Noble, Harry W.

O'Brien, Thomas
Rittenhouse, Carl
Spellman, Martin*
Smith, Harold
Terzo, Charles
Wiles, James L.
Wiles, John

* Killed in action.

THEY SERVED IN WORLD WAR II

Burgett, Elton
Bock, Richard
Bock, Harold
Beaton, Arthur, Jr.
Beaton, Victor
Behnk, Charles
Behnk, Lynn J.
Behnk, William E.
Brinkerhoff, Norman
Brinkerhoff, George L.
Boldt, Oscar

Breen, Robert
Bangs, Harold
Chapin, Donald
Chapin, Duane
Converse, Edward
Converse, Lloyd
Converse, Charles
Clancy, Edward
Coates, George D.
Connor, John F.*
Corrigan, Richard A.*

Checks, Clifford
Dell, Warren
Dell, A. Kenyon
Davison, Harold
D'Angelo, Angelo J.
D'Angelo, Charles A.
Doescher, Nelson
Edwards, Jack A.
Ewing, Fred
Ewing, Dorothy
Faugh, Leslie

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Appendix VIII—Continued

Faugh, Theodore
Faugh, Myron E.
Fletcher, James H.
Farley, Vernon G.
Fallon, Joseph
Fallon, Raymond F.
Fyle, William D.
Finley, William
Fuoco, Philip
Glasgow, Fearon
Glasgow, John
Glasgow, Guy
Gaffney, William
Gray, James M.
Gray, Alexander
Goodberlet, Clarence
Guerin, Chester R.
Geissler, Arthur J.
Gottschalk, Marvin
Hanna, Raymond J.
Harris, Woodrow
Headrick, Donald
Hann, Avery
Hetzer, Clarence
Hallick, Edward A.*
Jones, Lyle
Krahanbuhl, George
Krahanbuhl, Fred
Klipfel, Geraldine
Klipfel, Robert E.
Klipfel, John M.
Kennedy, William
Kennedy, Franklin
Kaufman, Leo
Kirkwood, William
Keller, Norbert B.
Lee, Lawrence

Lee, Kenneth
Lee, Leslie
Lee, George
Lee, Walter
Lonthair, Harry B.
Lonthair, Jay
Lonthair, Anda
Langan, John P.
Leary, James H.
Leary, Byrne
Lee, Albert
Lapp, Elizabeth
Meritt, Barnard
Meritt, Harold J.
Morey, Donald
Miller, Gordon
Mroczek, Charles F.
Mattern, Kenneth G.
Marlowe, Warren
Moran, Richard
McClosky, Gordon
McClosky, Charles
McCarthy, Donald R.
Osborne, Harry
Palmer, Richard
Parsons, Curtice F.
Parsons, Orville
Pierce, Raymond
Piggott, James E.
Rittenhouse, George A.
Rittenhouse, John
Rapp, Howard
Roberts, Ernest
Roeser, Carl
Roeser, Walter
Richard, James
Seldon, William G.

Smith, Roger W.
Smith, Donald F.
Shearing, James B.
Shearing, Francis
Shearing, Harold L.
Shearing, Donald E.
Stevens, John H.*
Stevens, William J.
Stevens, Henry
Schoen, Mildred
Surridge, Robert
Surridge, James H., Jr.
Spangenburg, Carl
Spangenburg, Roy
Sweeney, Robert A.
Sweeney, Maxwell E.
Schwartz, Donald M.
Schwartz, Joseph E.
Schoborg, Irvin
Sager, George E.
Townley, Kail P.
Townley, C. A.
Thurston, Wilbur J.
Thurston, Howard B.
Van Waggenen, Dr. W. P.
Wheeler, William
Wilkins, Laverne
Wray, Charles F.
Weidenborner, Charles A.
Weidenborner, William Jr.
Warnick, Kenneth
Washburn, Donald J.
Yancer, Paul
Young, Ralph A.
Yawman, Earl Jr.

* Died in action.

THEY SERVED DURING THE KOREAN CONFLICT

Behnk, William
Bock, Robert
Converse, Richard
Fuoco, Augie
Fuoco, Myron (Mike)
Fuoco, Philip
Gray, Boyd
Lozier, John

Miller, John
Miller, Norman, Jr.
Monaghan, Lawrence, Jr.
Polle, Donald
Polle, Edward
Quinn, James
Quinn, Joseph
Quinn, Bernard

Reese, George
Roeser, Harold
Roth, George
Stover, Hans
Taylor, Eugene
Thurston, Jack

Appendix VIII—Continued

THEY ARE OR HAVE SERVED DURING THE VIET NAM CONFLICT
AS OF JUNE 1, 1968

Benson, Norbert
Boes, William G.
Brandes, Terry L.
Burns, James*
Cartwright, Thomas C.,**
  1st Lieutenant
Costello, John B., Jr.
Cowles, Bruce A.
Crawford, Richard*
Domiano, Peter Paul,***
  2nd Lieutenant
Ebersold, James
Ebersold, Ronald
Dell, Richard
Faugh, Robert
Finley, Barry*
Hacker, Dana

Krenzer, Clarence
Lasher, Edward
Lasher, David G.
Lincourt, Irwin
Lincourt, Raymond
Maloney, John
Maloney, Peter
Marlowe, Steven
McMullen, Douglas
McNeil, David
Meesig, Robert*
McGill, Thomas
Offen, Gary
Otterstatter, Herman
Olson, Bruce
Pigott, John*
Pigott, Steven

Price, Richard
Probst, Philip
Rennison, Gordon
Rossi, Rosemary
Rowley, Edward
Slocum, Sharon
Saunders, William
Shelly, John T.
Stoutenberg, Jerry
Streb, Leo J.*
Vought, William
Wager, Bruce
Wager, Susan
Washburn, Robert
Weather, Jack R.
Wheeler, Richard
Williams, Douglas

* Served in Viet Nam as of June 1, 1968.
** Killed in action, June 26, 1967.
*** Killed in action, July 1, 1966.

SESQUICENTENNIAL BOOSTERS

$50 BOOSTERS

Henrietta Chapter 475 O.E.S.

$20 BOOSTERS

Rush Republican Club

Clarence Gruschow

$10 BOOSTERS

Mr. and Mrs. William C. Padgent

Rush Women's Republican Club
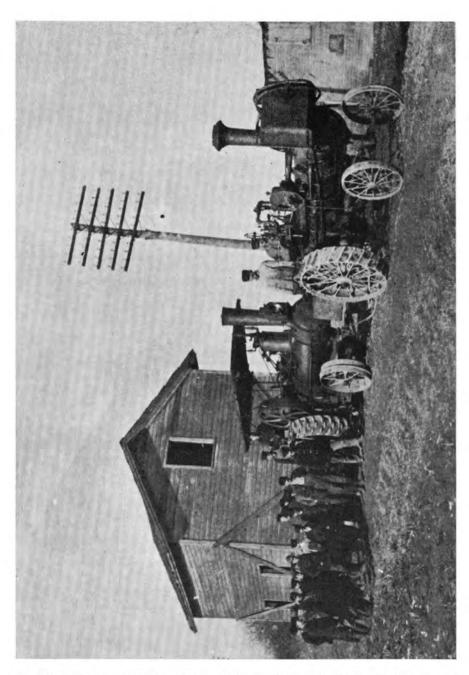
$5 BOOSTERS

Clarence and Mariann Spohr

Lee and Edith Wiles

David, John, Thomas, Susan Gates
and their parents

Moving a house more than a mile from Rush-Mendon Road, 500 feet beyond Pinacle Road, to 1839 Rush-Scottsville Road about 60 years ago. Dry house (now gone) is to right of picture

COMPLIMENTS OF

DON W. COOK

ASSEMBLYMAN — 135th DISTRICT

LUCIEN A. MORIN

COUNTY LEGISLATOR

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at Shakey's! Sing good-time songs, eat pizza, drink beer (or soft drinks), sing more songs, eat more pizza. Like ragtime piano? Ours is terrific. So's our banjo player. You'll have more fun than a barrel of people. Even monkeys prefer Shakey's 2-to-1.

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MONDAY - THURSDAY: 4 P. M. to 2 A. M.
FRIDAY AND SATURDAY: 11 A. M. to 2 A. M.

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BANK

HONEOYE FALLS, N. Y.
Member F. D. I. C.